

LORAIN CITY'S EARLIEST HISTORY;

A NEW LOOK
AT THE OLD MYTHS,
AND THE TRUTH.

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2015

{ expanded 2022 / Lorain County Bicentennial Edition }
(including a new 'chapter':
"BLACK RIVER VILLAGE IN THE EARLY 1830s")

[The prior local-histories seem to have relied upon an abundance
of "hearsay" and supposition (and inevitably worsened by each subsequent rendition).

This version is an attempt to finally put the honors
where they truly belong --- with the hope that the citizens of the future,
will care enough to do likewise.]

PLEASE DO NOT PRINT TO 'HARD-COPY'.
(the larger maps will no longer be "zoom-able"/ readable)

-- **MYTH: In 1787, the Moravians built a village "at the mouth of the Black River" --**

Many Lorain city-historians have attributed a direct connection with this city's history, to the '1787' Moravian-Indian settlement, which was very briefly located within the area of present-day Lorain County. **However, that '1787' site was definitely never at the "mouth of the river" ---** and was apparently not even within the boundaries of the later City of Lorain.

In the year 1787, the Moravian missionary, Rev. David Zeisberger, led a group of Christian-converted Native-American "Indians" from their village on the Cuyahoga River, to an intended new settlement in this area. But after only twelve days of establishing a crude village near this river, they were persuaded against settling here (due to the insistence of a Native-American tribe who believed that these Christian "Indians" would still be in too much danger here, from "white" frontiersmen).

Rev. Zeisberger kept a daily written account of his experiences here; and although he did not specifically record the name of this river (which he only describes as being "*half way between*" the Cuyahoga River and the Huron River), but he mentioned another very important detail. Zeisberger repeatedly stated that their village site was *about 5 miles upriver*, almost near the 'head' of the river's navigation (the farthest inland point accessible by larger boats). Other clues in his diary indicated that their attempted settlement was on the east side of the river.

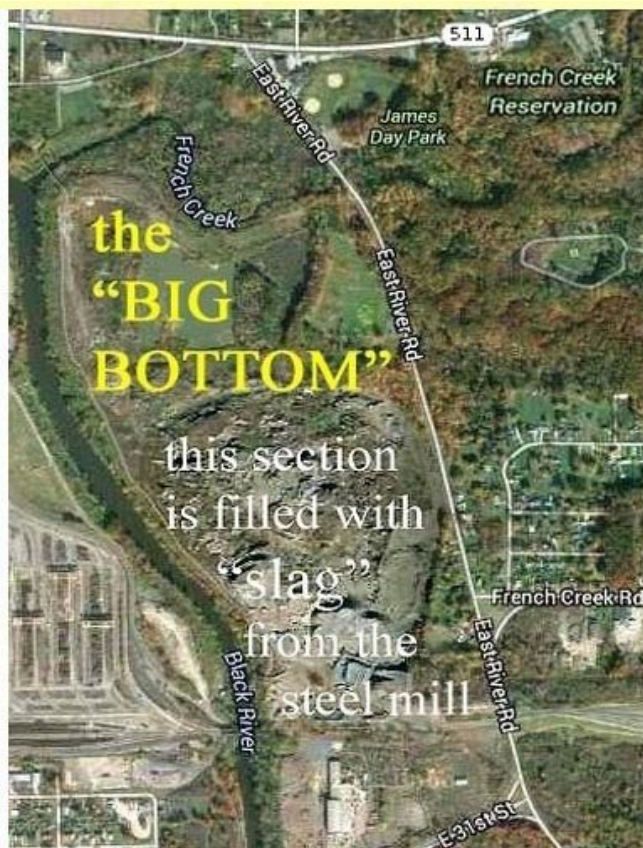
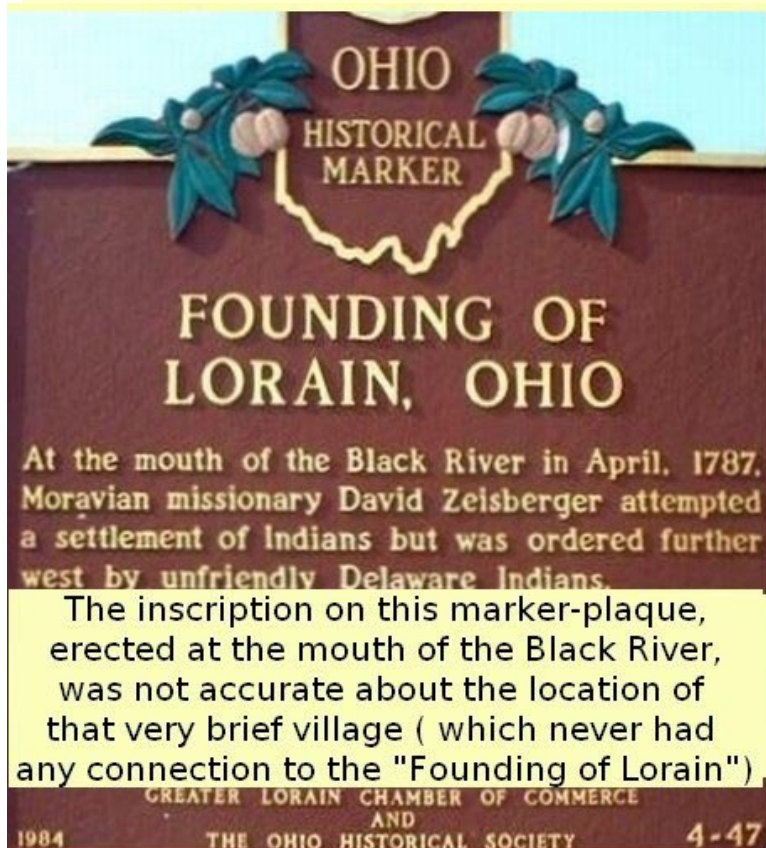
Therefore, *5 miles upriver*, and on the *east side*, would place the brief Moravian settlement in the same area which the later pioneer-settlers in Sheffield Twp. called the "*Big Bottom*", likewise on the river's east side, and immediately south of the 'mouth' of French Creek.

Rev. Zeisberger's diary additionally describes the location of the attempted '1787' Moravian settlement: (per the published translation from German into English) "*..we found ourselves on a high hill, from which, [looking] down into the plain [or, valley] we could overlook the whole country [entire area], as [if] it were a beautiful pleasant garden.*"

The later pioneer-settlers' description of the "*Big Bottom*" was very similar to that. In fact, those later settlers found very dilapidated primitive structures still existing there about 1816, and which they surmised were the remains of a long-ago abandoned "*French trader's trading-post*" -- but which were apparently instead actually built by the Moravians during their brief attempted settlement there, 29 years prior to 1816.

The clues which Zeisberger wrote in his diary, clearly reveal that the first historians of Lorain had merely assumed that the '1787' site was "at the mouth of the river".

As a result, many later historians have inadvertently perpetuated that false assumption.



--- **MYTH: Nathan Perry, Junior, was the “very first pioneer” of Lorain City** ---

Another myth (resulting from 20th-century historians *embellishing* the truth):

A young man named Nathan Perry, Jr., lived “*in a log-cabin*”, “*at the very mouth of the Black River*”, and he was the “*very first pioneer*” of the City of Lorain.

Although there is no doubt that he had very briefly resided “*a short distance east*” of the Black River's mouth --- but his temporary occupancy there, would perhaps match the definition of 'transient' (and even “opportunistic”), instead of a true “*pioneer settler*”.

And his brief “residency” contributed in no way, to establishing the later village, here.

Nathan Perry, Jr., was born circa-1786 in Vermont; but shortly afterward, his family moved to western New York State in the general area of the Niagara Falls, where his father became a fur-trader with several tribes of Native-American “Indians” on both sides of the Niagara River.

In his youth, Nathan Jr. became very familiar with the way-of-life of those “*American-Indian*” tribes, and he learned how to speak several of their native languages.

When he became old enough, he put that experience to use, by coming to the Black River area, circa the year 1807, as a fur-trader with the “Indians” in this part of Ohio.

[Some references say that he first arrived here as early “1804”. However, this section of the “Western Reserve” was owned by the State of Connecticut until circa 1807 --- therefore Nathan Jr. might have merely accompanied his father, or other fur-traders, on brief excursions to this area, and various other locations on Lake Erie, before 1807. But most references say that ‘1807’ was the first year that he actually set up his own “Indian trading-post” here – on the easterly side of the river's mouth, (on land that his father, Nathan Sr., had ostensibly contracted to purchase in 1807 -- and later actually resided, from 1810-1813).]

But the eye-witness documentation by Quintus F. Atkins, a young man who was employed here by Nathan Jr. in the year 1808, reveals another interesting detail about young Perry's enterprise, here. Atkins says that Nathan Jr.'s actual “house”, here, was nothing more than “*a small, board shanty*” (as per Atkins exact words). That detail alone, is a strong clue which indicates that young Nathan's original intention in 1807, was merely to utilize this area during fair-weather seasons, only -- and which he was again doing in Spring of 1808. A “small board shanty” would have been meager shelter during the brutal Winter months here, and especially near the shore of Lake Erie. There was plentiful timber here to build a very sturdy log-cabin, instead. But apparently, Nathan Jr. built his “*small board shanty*” specifically for seasonal use, only; and with the intention to spend the Winter months at his family's much more comfortable house in Cleveland. Therefore he had not intended to actually remain here, year-round, in 1807, nor probably 1808, either. [Most of the 19th-century historians also seem to have understood that Nathan Jr.'s residency, here, was very brief, and ‘seasonal’.]

But, regardless of young Perry's lack of noteworthy “pioneering” intentions here, an incident happened in April of 1808, which is said to have discouraged Perry from continuing to occupy his “Indian trading-post”, here. According to that same eye-witness (Q. F. Atkins):

In April of 1808, Nathan Jr. had asked his family's long-time housekeeper, Mary Billinger*, to come from Cleveland to work for him here, as his own servant and cook. However, while she was traveling by small open-boat from Cleveland to the Black River, the boat capsized in a sudden storm, and she was drowned. (Her body was shortly-later found by Perry and Atkins, and they buried her very near the east side of the mouth of the Black River.)

[*- Ohio historian Henry Howe mistakenly reported that Mary Billinger was African-American; but that same eye-witness, (Judge Quintus F. Atkins), later corrected Howe's error.]

That tragedy might not have been the only reason, but by the end of the year 1808*, Nathan Jr. had settled permanently in Cleveland. (*- that “1808” year, is confirmed by most biographies about his later life, in Cleveland.) [By 1810, his parents had relocated here, from Cleveland.]

There were thought to be earlier fur-traders here, and who probably spent much more time here, and over a period of many more years, than Nathan Perry, Jr., did. (One of the past names of the Black River -- “*La Riviere de la Culiere*” -- was possibly in reference to a Frenchman named Cuillerier who was a known fur-trader along Lake Erie, in the mid-1700s.)

[However, “*Canesadooharie*” was never a true name for the Black River, until historians had erroneously attributed it to be. { See the additional page, about the “Canesadooharie”.}]

-- **MYTH: "1807", the first year of settlement of Lorain City (and Azariah Beebe) --**

The story about Azariah Beebe has become more-and-more confusing, with each different version of the details of his residency, here near the mouth of the Black River.

The Williams Brothers' book (published in 1879), simply says that Azariah Beebe's family was "*the first family that settled in the township*" (no 'year'); and Azariah was "*in the employ*" of Nathan Perry Jr., and they "*occupied*" the "*house*" which Perry had previously built in "1807".

But when the story was re-told in G.F. Wright's book (1916), those details were altered to indicate that the Beebe family arrived here first, and they built their own "*log cabin*" in "1807", and, afterward, "*they were soon joined by Nathan Perry*" (presumably meaning Nathan, Senior).

That version in the 1916 book, later prompted other historians to further misconstrue the facts, by instead proclaiming that the young Beebe family were "*advance scouts*" for Nathan Jr.

So, what was the truth? Did the later historians carelessly obscure the blatant inconsistencies, by worsening the facts --- rather than to simply re-evaluate the "1807" date which had become the very standard for this local area's "*pioneer-settlement*"?

The real story about the Beebe family's residency near the Black River, seems to be found in the book, '*Twentieth Century History of Sandusky County, Ohio*' (published in 1909).

[Sandusky County is where Azariah Beebe and his family had truly finally settled, after their somewhat brief residences at several Ohio locations near Lake Erie, as documented below, (and etc.).]

That '1909' '*Sandusky County*' book tells this information about the Azariah Beebe family:

"They came to Ohio between 1808 and 1810 and settled at Black River, now Lorain, [but shortly later] moving from there to Vermilion, Erie County, about 1813. They [afterward] then moved to Huron County, and finally located in Sandusky County".....

[That statement seems to have been supplied directly by Azariah's youngest daughter, Harriet, who was still alive (age 90) and residing on the Beebe homestead in Sandusky County, in 1909.]

That information would place this Beebe family in this area, no earlier than the year 1808. And that would be consistent with the later writings of Q.F. Atkins, about his own experiences while working near the mouth of the Black River in April of 1808 -- but who mentions nothing about the Beebe family -- and especially not as being additional occupants of Perry's "*shanty*".

Therefore, it is much more likely that Nathan Perry Sr. had employed Azariah to prepare the land here, sometime after Nathan Jr. had decided (in 1808) to permanently reside in Cleveland.

However, there is an additional statement in that '1909' '*Sandusky County*' book (but in a different section, and apparently according to Azariah's youngest son, Ethan):

" Azariah Beebe, a native of Ontario County, NY, came to Cleveland Ohio, about 1810"...

So, even if the correct year might have been 1808 or 1809 --- but that additional specific reference to "*Cleveland*" suggests that while Azariah began working here near the Black River, his wife simply stayed in Cleveland, with their first baby. (They had been married only two years prior to coming to Ohio, per that '1909' bio.) Azariah's employment here - at least initially - was therefore also merely 'seasonal' --- beginning in 1808 (or shortly later). [In 1810, this Beebe family had become full-time residents, here, and with the addition of Mr. and Mrs. Nathan Perry, Sr., and their younger children; but not Nathan Jr. who was establishing his own enterprises in Cleveland. (The termination of Azariah's residency, here at the Black River, coincides with Nathan Sr.'s death here, in 1813.)]

The exact circumstances may never be known for certain, about the few brief years of their "*pioneer residency*", perhaps starting in 1808 or 1809, here near the Black River, "*a short distance east*", or, "*about a half-mile east*" of the Black River's mouth. Azariah apparently never purchased any land here, before permanently moving farther westward, about 1813. But based upon the information as probably supplied by two of Azariah's own children (etc.) --- '1808' was the earliest that the young Beebe family was residing anywhere in Ohio --- and therefore, one thing indeed seems certain: "1807" was never actually the first year of "*pioneer settlement*" in this locality (at least not by the Azariah Beebe family, nor Nathan Perry Jr.).

But more importantly, their short-term residency was never integral to the story of the founding of the City of Lorain -- which first began on the opposite (west) side of the river's 'mouth'.

That honor goes entirely to **John S. Reid**.

--- **MYTH: the '1810' "Mouth of Black River Settlement"** ---

Many histories of the City of Lorain, often refer to a "Mouth of Black River Settlement" of 1810, suggesting that there was a significant community of pioneers living very near the mouth of the Black River, beginning in the year 1810.

But that was not the truth.

In late-Summer and Fall of 1810, a small group of pioneer families formerly from the general area of Beaver Falls, Pennsylvania, arrived into this "*Town[*] Number 7 in the 18th Range*" (which was not yet officially named '*Black River Township*', until several years later).

But the actual destination of this group (or, "colony") of families from that area of Pa., was not at the mouth of the Black River, but was instead the western part of this *Town[*]*, and in the vicinity of present-day Beaver Creek (which is said to have been named by those same pioneers, in honor of their former location in Penn.). [* - the word "*town*", at that early time, was the legal terminology for the entire '*Township*' --- not the later village "*town plat*".]

However, during the first decade of their residency here, the nearest post-office was at the mouth of the Black River --- and in fact, that was the precise name of that post-office: "Mouth of Black River". Unfortunately, the obvious duality of that postal address, caused later confusion for historians, who misconstrued "Mouth of Black River", as being the exact physical location of many of the earliest pioneer settlers. But the only family who truly (and permanently) settled near the very mouth of the Black River, during the first decade of this area's "pioneer-settlement", was the family of **John S. Reid**.



{ see additional page about the "Beaver Creek colony" }

-- (half -) **TRUTH: John S. Reid “had considerable local influence” --**

Despite the many myths which evolved about the earliest settlement-years in this locality --- but most of the historians were accurate at least in regard to John S. Reid's very prominent '*political*' involvement, here. **However, they failed to mention his full role as the true founder of the original village, here at the mouth of the Black River.**

[The historians were instead more fascinated by a trivial little joke about one of Reid's business-dealings, which they later embellished into a judgmental (and false?) characterization of Reid.]

Although Reid was never credited (by prior historians) for personally establishing the first village here --- but, by examining clues from various original records, the truth becomes clear that John S. Reid had precisely chosen his land on the west side of the river's mouth, knowing that it would soon become a very important location, and therefore a good site for a future village. And he aggressively went into action, to make that village a reality.

Some sources indicate that Reid had purchased his land here, directly from the *Connecticut Land Company* (or, technically, from one of the original investors of it).

[Therefore, Reid's '*contract*' for his purchase was apparently arranged in the year 1807 (or 1808) -- but not finalized ('*deeded*') until he had finished paying for that land, several years later.]

And, by the year 1809 -- although he had not yet permanently relocated here -- he was involved with clearing the first “wagon road” through the dense forest along the Lake shore between the Black River and the Huron River. Also in 1809, he had requested official authorization (from the State of Ohio) to construct a “toll bridge” across the Black River. That authorization, granted to him in 1810, apparently allowed him to instead operate a ferry service over the Black River -- which he began to do that year (with the frequent help of one of his young daughters*), while he was building his large multi-purpose "*double block-house*" for his family's residence here, and also for public-lodging and as a tavern. (*- John's family was temporarily residing near the village of Cleveland, while he was busily establishing their new home, here.) --- In 1811, he permanently moved his family here. (And circa 1812, Reid's block-house was chosen to be the U.S. post-office for this whole area.)

But the rumors of another potential war with Great Britain (which, at that time, had full military control of Lake Erie), had caused this entire area to become undesirable for any new settlers. (Therefore, Reid's plans for his new village, were obviously delayed, for a while).

And, another setback occurred a few years after the War-of-1812 had ended, when his oldest son, Cornelius, drowned as a result of a shipwreck in a storm on Lake Erie, in 1818.

But by 1822, the creation of a new, separate 'county' was being contemplated by the State of Ohio --- and that new county would of course require a "county-seat village" for a new county-courthouse. **John S. Reid actively pursued the appointing of that "county-seat" at the mouth of the Black River; and he divided that specific section of his 81-acre* farm, into potential village lots.** (* -- he owned an additional 162 acres, nearby.)

[All new villages required an official "*plat-map*" survey, to enable the legal identification of village-lots (for their future sale). And although that circa-1822 "plat-map" no longer seems to exist in local-government records --- however, the resulting property-deeds for several of its original village-lots, still exist in the official Lorain County Recorder's "Deed Books", but not starting until 1824. (Prior to the creation of *Lorain County*, the area west of the Black River was a geographical part of *Huron County*; and the local records of 1815-1824 were kept in Norwalk, O.)]

{ See the end-pages here, for an image of the first-known Black River Village lot property-deed --- in 1823. }

Unfortunately for John S. Reid, the new 'county-seat' was instead established at the already existing little village of Elyria, centrally located within this newly created *County of Lorain*.

But, even though Reid's proposed village at the mouth of the Black River wasn't selected to be the new county-seat --- but at least his initial 'dream' had become a 'legal' reality (although merely “on paper”). All it needed afterward, was residents (additional to 'Reid', alone).

-- TRUTH: THE VILLAGE (ALMOST) NAMED '**MOUTH-OF-BLACK-RIVER**' --

John S. Reid seems to have originally intended to name his village "Mouth of Black River", (the same as the first local postal-name, here). [Reid, himself, may have chosen this local post-office's name, when he was appointed as the first official postmaster here, circa 1812.]

However, the duality of that name, also now makes it nearly impossible to verify his first intentions, in the existing records. But the officially-recorded property-deeds for the actual village-lots, refer to this circa-1822 village as being named 'Black River' village -- and also, technically, as the "town plat of Black River". ["town plat" was the legal designation for a 'village'.]

But John S. Reid's new village was not attracting very many new occupants, because most of the new settlers to this area, were instead locating at the "county-seat" village of Elyria, or at the nearby village of (later-named) Amherst (which had a very pure fresh-water spring; but 'Black River' village was even said to be an "unhealthy location", at that early time).

So --- other than a few business-enterprises which built warehouses near the very mouth of the river --- Reid's "village" remained mostly vacant.

But his own children were starting to have families of their own -- and each one of them acquired the best and biggest village-lots; and with direct views of Lake Erie.

John's oldest daughter, **Sophia Baldwin** (wife of **Daniel T. Baldwin**, and later the wife of Uriah Hawley) had received the 'deed' to her village-lot in 1823. John's daughters **Elizabeth Gillmore** (widow of Wm. Smith, and wife of **Quartus Gillmore**), and **Ann Meeker** (wife of **Barna Meeker**, and later the wife of John Kline) each received 'deeds' to their own one-acre lots, in 1828. **Conrad Reid** (John's only surviving son) acquired land near there, also.

Several events during that same time, enabled the little village's harbor to become commercially viable for (seasonal) lake-port trade:

In 1828, a project was begun to eliminate a huge sandbar (which had often blocked larger boats from entering into the river), with the construction of two long wooden piers extending into Lake Erie. And after the completion of that harbor project, the village's 'port' was fully ready for business. The influx of new settlers to this general area was also greatly increasing, and many of them arrived here, by boats on Lake Erie, to this port.

And many other new pioneer villages began to be established in Lorain County, which required more than the old "Indian trails" to interconnect them all --- so the Ohio Legislature was busy designating new official "State" roadways --- and the citizens were busy creating those dirt-roads through the dense forests and thickets. And as those primitive roadways were opened -- more commerce funneled into the village of Black River.

But in the year 1831, there were still probably only about a dozen "residential" dwellings, total, within the village-limits (including those several homes of John S. Reid's extended-family).

However, within just the first few months of that year (1831), John S. Reid had sold at least 4 more 'lots' in his little village.

But, just when his 'dream' was finally becoming a physical reality, John S. Reid died.

And that same year (1831), the residents of the local area must have decided that the duality of the official U.S. Postal name, 'Mouth of Black River', was much too confusing, (especially because the village's 'legal', local-government, name was simply 'Black River').

So they successfully petitioned the U.S. Post-Office Dept. to shorten the postal name from 'Mouth of Black River', to only 'Black River'. [Previously, from circa-1825 to 1829, the name "Black River p.o." had instead been assigned to another local post-office at present-day South Amherst village --- but by 1830, that other post-office's name was changed to "Amherst p.o.". Therefore, by 1831, the postal-name "Black River p.o." had become available for use for the village of 'Black River'.]

As a result of that postal name-change --- the full name which John S. Reid had apparently first chosen for the village ("Mouth of Black River"), went almost completely out of use --- and the village's 'legal' name, and its post-office name, were finally both the same: 'BLACK RIVER'.

But that was not to remain the case, for very long.

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directional clarity

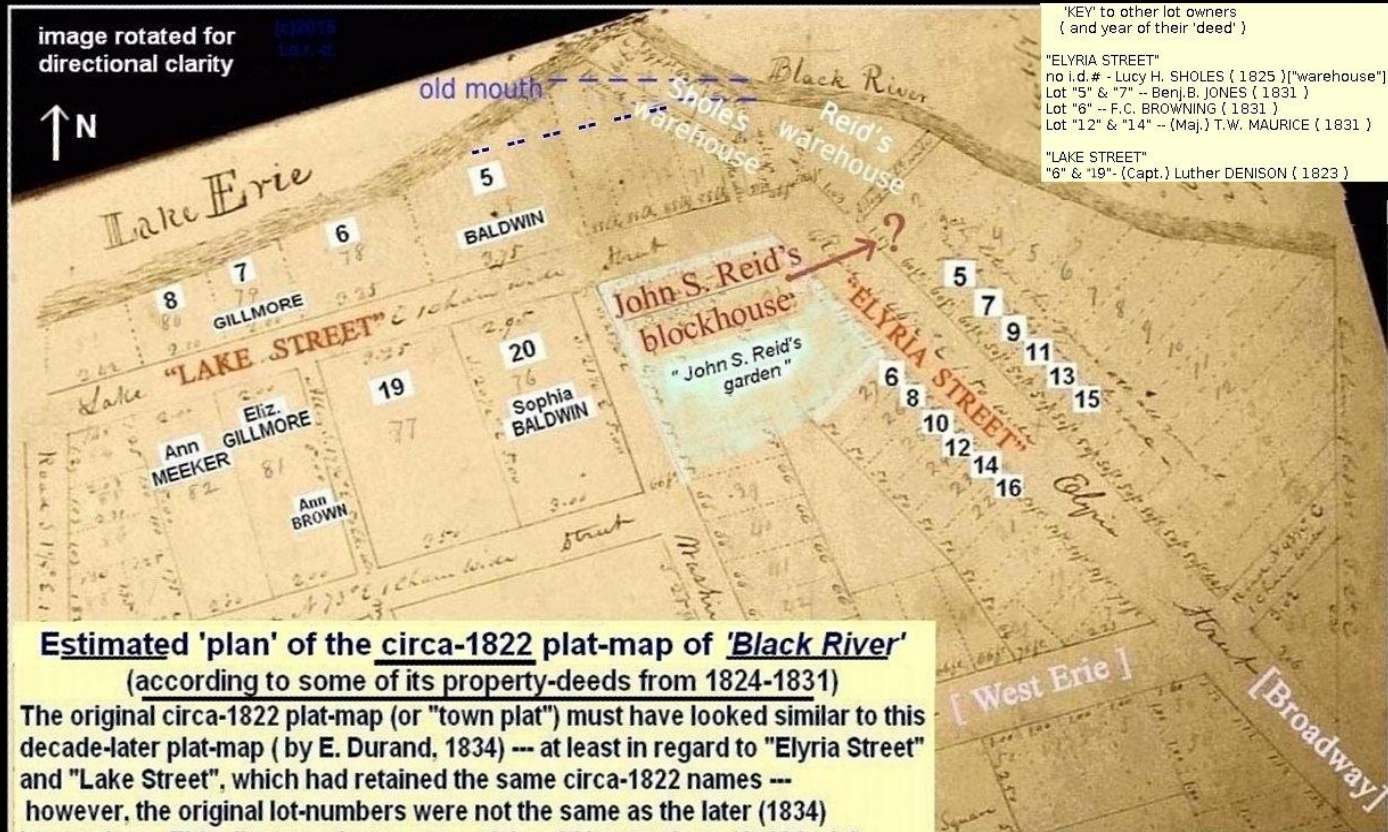


old mouth

'KEY' to other lot owners
(and year of their 'deed')

"ELYRIA STREET"
no l.d.# - Lucy H. SHOLES (1825) ["warehouse"]
Lot "5" & "7" - Benj.B. JONES (1831)
Lot "6" - F.C. BROWNING (1831)
Lot "12" & "14" - (Maj.) T.W. MAURICE (1831)

"LAKE STREET"
"6" & "19" - (Capt.) Luther DENISON (1823)



Estimated 'plan' of the circa-1822 plat-map of 'Black River' (according to some of its property-deeds from 1824-1831)

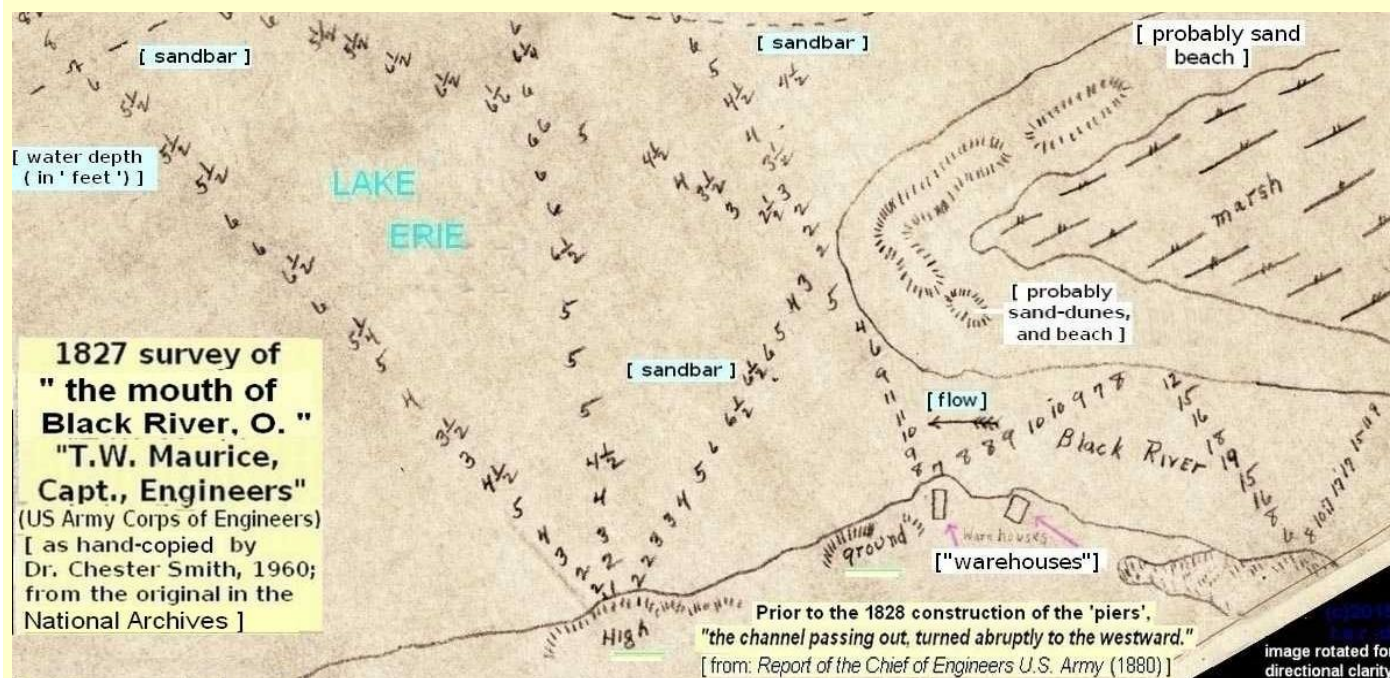
The original circa-1822 plat-map (or "town plat") must have looked similar to this decade-later plat-map (by E. Durand, 1834) --- at least in regard to "Elyria Street" and "Lake Street", which had retained the same circa-1822 names ---

however, the original lot-numbers were not the same as the later (1834) lot-numbers. This diagram shows some of the old lot-numbers (in ' black ') as they were denoted in those 1824-1831 Lorain County property-deeds.

"ELYRIA STREET" were duplicated on "LAKE STREET"; which is perhaps why that entire numbering-system was changed by 1834. But that 1834 numbering-change also caused later ownership problems for some of those village-lots.

(Maj.) Theodore W. Maurice of Erie PA, (who had been in charge of the harbor improvement project beginning in 1827), purchased lots "12" and "14", in 1831. But he died in 1832, and those old lot-numbers were never updated on his 'deed' -- and as a result, the much-later owners of those lots had to file a lawsuit to get "clear title", in the year 1900.]

[Note that the original lot-numbers for



1827 survey of
" the mouth of
Black River, O. "
"T.W. Maurice,
Capt., Engineers"
(US Army Corps of Engineers)
[as hand-copied by
Dr. Chester Smith, 1960;
from the original in the
National Archives]

Prior to the 1828 construction of the 'piers',
"the channel passing out, turned abruptly to the westward."
[from: Report of the Chief of Engineers U.S. Army (1880)]

image rotated for
directional clarity

"At the outlet of the river [in 1827] there was a [sand]bar with a [water]depth of only 3 feet upon it, while the channel passing out turned abruptly to the westward. [But] after crossing the [sand]bar, the river was navigable 4 miles [inland] from its mouth for any vessel that floated in Lake Erie." (from 'Report of the Chief of Engineers, U.S.Army' ; publ. 1880)

--- **MYTH: THE "VILLAGE WITHOUT ANY NAME"** ---

In January of 1834, the Ohio Legislature was considering a proposal for the construction of a new transportation canal from Zanesville to the mouth of the Black River.

In anticipation of that canal project, John S. Reid's heirs divided another portion of the original John S. Reid farm, into additional future village-lots. The result of their plan, was the (so-called) "*Durand survey*", of May of 1834. That '1834' plan was an expansion of the existing (but still tiny) village named '*Black River*' village. And although the village's name was not specifically denoted directly upon the Lorain County Recorder's official copy of that 1834 "*Durand map*"; however, many other local-government documents from 1834-1836, clearly indicate that the '1834' village continued to have the same prior, official name: the village ("*town plat*") of '*Black River*' (or, occasionally recorded as '*Blackriver*').

[But --- apparently due to the lack of any inscribed *village-name* directly upon that 1834 plat-map --- several later historians oddly asserted that the village "had no name". And other historians insisted that the shortly-later name, "Charleston", had already been assigned by the year 1834. But those claims were completely contrary to the fact that the village's official name ('*Black River*') was precisely designated on its village-lot ownership 'deeds' from 1824-1836 in the Lorain County Recorder's "Deed Books". And the other obvious clues were, that the name "Black River Village" had again become its exact same '*public*' name, a few years later (until 1873) -- and also: its official postal name was '*Black River*' from circa 1831 until 1874, and its official U.S. Government maritime name was ' *Black River* ', (never "Charleston").]

Just prior to that '1834' expansion of little '*Black River*' village, its population still mainly consisted of the Reid family (John S. Reid's three daughters, and his son; and their spouses and their children); and several other dwellings (mostly ship-captains' homes) and a few businesses.

But the commerce at the little village's port was rapidly increasing by that year.

The farmers from many miles away, finally began bringing their wagon-loads of grain, into the port, via the many new "State roads", even as far away as Ashland and Medina Counties. (This port was their only major sales-outlet within a day's travel of those areas --- and for all practical purposes, the port of '*Black River*' had a virtual monopoly for that entire area's grain-trade, during the mid-1830s.)

Many of the village-lots in the newly-expanded '*Black River*' village, began to be quickly sold and occupied in 1834 and 1835 (even though the proposed canal project was still only in the planning phase). And by the end of the year 1835, the total number of dwellings within '*Black River*' village had already grown to "between 30 and 40 dwelling houses", and also "4 stores, 4 warehouses, 2 taverns, and about 300[*] inhabitants".

In '1835', the "*principal business men*" of the village named '*Black River*', were:

Daniel T. Baldwin ("*farmer*" and statesman); **Quartus Gillmore** ("*farmer and justice-of-the-peace*"); **Barna Meeker** ("*proprietor of the old Reid House*" tavern/inn); **Conrad Reid** ("*postmaster*", and soon the owner of a new '*Reid House*' tavern & inn); and **Thomas Brown** ("*tailor*") [Brown's wife was the grand-daughter of John S. Reid]. Therefore, in 1835, the little village still consisted of those members of the John S. Reid family, plus these additional "*principal business men*": N.B. and H.N. Gates ("*general merchandise*" store, "*Gates and Greene*"); William A. Jones ("*merchant*", and shipbuilder); D. Phelon & O. Root ("*forwarding and commission merchants*"); W. E. Fitch (*lumber dealer*); E. Miller ("*shoemaker*"); Alvah T. Jones ("*blacksmith*"); and probably Nathaniel Porter (*brickyard* - perhaps the same brickyard formerly operated by John S. Reid); and possibly Emory Cherry (*cabinetmaker*).

[* - "300 inhabitants", including children.]

The occupants of the rest of the total "30 to 40" dwellings can be presumed to mostly have been the families of ship-captains and sailors and a few seasonal port dock workers.

Posthumously, John S. Reid's 'dream' had finally come true --- his *insignificant hamlet* at the mouth of the river, was finally looking like a true village.

And by 1836, it had become so very successful, that it attracted the attention of several outside-investors. (But, those "outside-investors" apparently didn't approve of the established name, '*Black River*' Village.)

--- **MYTH: the City of Lorain evolved from the village of 'Charleston'** ---
(TRUTH : 'CHARLESTON' WAS MOSTLY "IMAGINARY".)

In the year 1836, a new plan to additionally expand the little village, became even more ambitious --- however, the entire scheme quickly became a prime example of the high risks of land speculation. The culmination of that '1836' speculation, was the "paper-village" (or, perhaps more appropriately described as the "imaginary" village) of '*Charleston*'. Here are the main details about that "paper-village" (as later remembered by one local-resident):

In the Spring of 1836, the canal-engineers finally arrived to the mouth of the Black River to do a survey-study for the proposed canal; and as soon as they arrived here, the local real-estate prices immediately escalated. A real-estate investor also arrived, and he purchased about five acres of land from Conrad Reid's farm (adjacent to the village-plot of '*Black-River*'). That land was quickly mapped onto paper, with the creation of proposed streets and village-lots. All of those newly-proposed "village lots" within that five acres were soon "sold out", so the investor "bought" six more acres from Conrad Reid's farm, to make dozens of additional proposed village lots within it, and which again "sold out". Other outside-investors also arrived, and contracted to purchase all other available land that was for-sale nearby. And (in Jan., 1837) the village's old name, '*Black River*', was officially changed --- to '*Charleston*'.

During that brief speculation, those outside-investors were said to have "sold" over a half-million* dollars worth of their proposed village-lots here. (*- an enormous amount of money, for that time.) And the local-residents also made a "fortune" from that frantic land-speculation.

But unfortunately, that "fortune" was merely written upon the paper contracts (and even in verbal agreements) --- but most of the actual money never seems to have changed hands --- and the entire investment-scheme quickly collapsed when the canal project was finally canceled in 1837. And those hundreds of newly-added (proposed) village lots of 1836, **remained drawn on paper, only -- but were not physically developed** (until decades later).

Therefore the terminology: a "**paper-village**" (or "*paper-city*"). {see the attached maps}

As a result of the rapid failure of the whole scheme, **the village's '*incorporation*'** (as granted by the State of Ohio in January of 1837), **became null-and-void by 1838**, due to non-performance of the stipulations of its charter --- which also required annual '*elections*'; but that (according to some sources) occurred only once, in 1837, (or maybe never, per other sources).

However, those land-speculators were not yet ready to accept total loss, because a new railroad was being planned which would come through their re-named village. Subsequently, the route for the "*Ohio Railroad*" was surveyed in the year 1838; and its construction eventually reached the village. But this railroad project also resulted in failure --- the limited funds of that railroad company ran out, just before its construction was completed here.

And --- apparently due to non-payment from the outside-investors --- **the ownership of almost all of those new "paper" village-lots, reverted back to the heirs of John S. Reid.**

That second failure also prompted most of the village's own residents to reject the name "*Charleston*", because that name had become a sad reminder of the two failed ventures.

(In fact, by the year 1840, the name "Charleston" was already absent from common-usage by many of its own citizens --- although that '*Charleston*' name continued to be promoted by the investors for a few years longer.) And afterward, the village was again publicly known as '*Black River*'. However, the name "*Charleston*" had been officially filed with the Lorain County government records, in 1837. And which unfortunately caused most of the later official '*legal*' documents, etc., to perpetually reflect that (citizen-rejected) name, '*Charleston*'. [That also caused some local maps to reflect those many proposed ("paper") village-lots; instead of the actual village as it truly physically existed --- and which most of its own residents themselves almost continuously and exclusively called "Black River" village.] { see attached maps }

Luckily, the local grain-trade had remained fairly consistent throughout those failures of the canal and railroad enterprises --- and there was also the local shipbuilding, to help sustain the little village of "Black River" (its original official name, as unofficially restored by its own residents). And although that '*Charleston*' name wasn't canceled legislatively --- **but, by the late-1840s, the name "*Charleston*" had already become a fading memory to most of its own citizens.**

--- TRUTH: THE REAL VILLAGE, '**BLACK RIVER**' VILLAGE ---

In the year 1838, the village had a total of only "50 dwelling houses"* , and still had only about "300"* inhabitants -- therefore its growth had virtually stalled, during those years of the proposed canal fiasco (and also the failed railroad project). [*- as reported by Conrad Reid.]

However, the steady grain-trade (plus the local shipbuilding) enabled the little village to grow slightly during the 1840s. But even by the year 1850, there were still only about 60 dwellings within the village limits -- and those dwellings had been constructed almost entirely upon the original 'lots' within the old 'Black River' "town-plat" (of circa-1822, and 1834).

But the proposed village-lots of the "*Charleston addition*" (of 1836) still remained almost completely undeveloped by 1850. [Which explains why most of the residents themselves (**and the U.S. government's official maritime-records**) had continued to utilize the original name '**Black River**' village --- it had truly remained the 'real' physical village, despite the failed, speculative "Charleston village" interlude.]

Unfortunately, beginning circa-1851, the village's grain trade was reduced by the completion of the "*Cleveland, Columbus and Cincinnati Railroad*".

And shortly later, the remaining grain-trade was significantly impeded by the "*Cleveland and Toledo Railroad*", when the villages of Elyria and Amherst were instead chosen for that route.

The Black River port had finally lost its "monopoly" on that grain-trade.

A 19th-century local-historian made the following statement about the impact of the loss of the port's grain-trade, (although that historian seems to have compounded two decades of the village's history, into one jumbled paragraph):

"It died without a struggle. Its hotels were practically ["practically"] closed.... its merchants departed.... its warehouses were almost ["almost"] given away and even its corporate organization was abandoned its name was blotted out by common consent, and its memory placed in the category of western paper-city ["paper-city"] failures."

But in truth, the '1837' incorporation 'charter' was already invalidated by 1838 (or perhaps even "dead on arrival" in 1837). And most of its citizens had already "blotted out" the name 'Charleston', "by common consent", by the mid-1840s, precisely because the failed "Charleston", was already the defunct "paper-village" before 1845.

Another myth which seems to have stemmed from that historian's dramatic statement, was that the village's residency also diminished drastically after the loss of the grain-trade in the 1850s. But in reality, the perpetually meager permanent-residency remained about the same (and in fact, the 1860 U.S. census lists only five "unoccupied" dwellings in the village, of about 60 total dwellings). [The prior U.S. census of 1850, had also recorded about 60 village dwellings, total.]

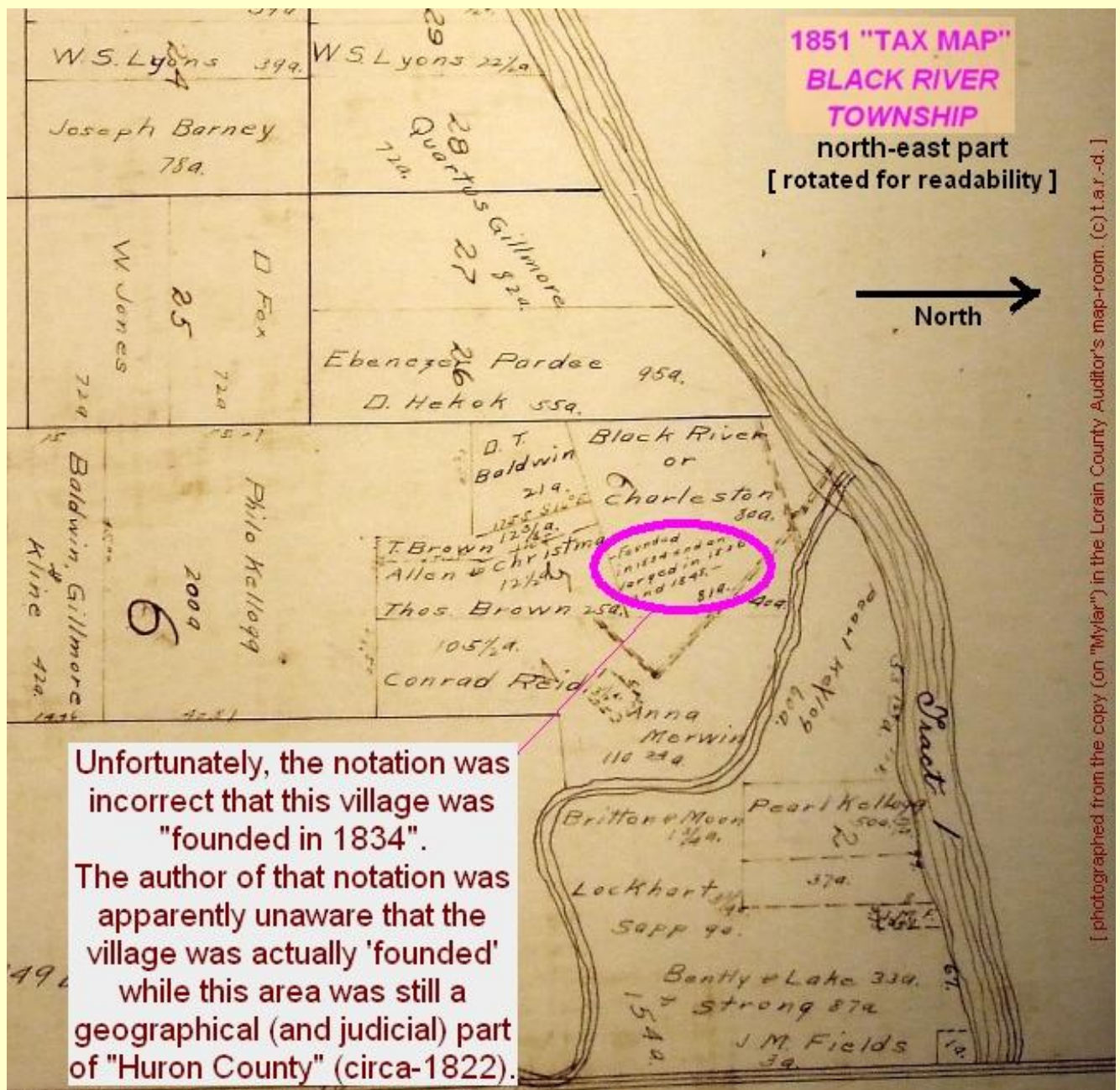
After that loss of grain-trade, the residents made moderately successful attempts at other business enterprises in their little "*Black River village*". As a result, by 1865, a few of those non-developed village-lots in that proposed "Charleston addition", were finally (although very slowly and very sparsely) being truly sold, and built upon, and occupied.

But it was not until circa the year 1871 (with the confirmation of the route for the "*Elyria and Black River Railroad*"), when little "Black River village" began to show very significant signs of growth --- and more of those village-lots within the formerly "imaginary" (proposed) area of 1836, eventually became "real" (occupied) lots, in the 1870s (etc.).

The population of the village grew so very quickly in the early-1870s, that it again became feasible to legally 'incorporate' - and permanently, that second time. But surprisingly, the new leadership of the village in 1874, chose to reject the established common name of "*Black River Village*", in favor of the obsolete name '*Charleston*' -- despite all the former negative memories associated with that name -- and in disregard of the fact that its earlier residents had almost unanimously "*blotted out*" that name, "*by common consent*", during the previous 30 years.

But that 1874 official 'name' decision was abruptly nullified --- apparently not due to any public protests --- but instead it is said that the U.S. Post-Office Dept. simply disallowed the name "Charleston" as being too similar to the postal name of 'Charlestown' (of Portage County).

And the city named 'Lorain**' was the end-result.**

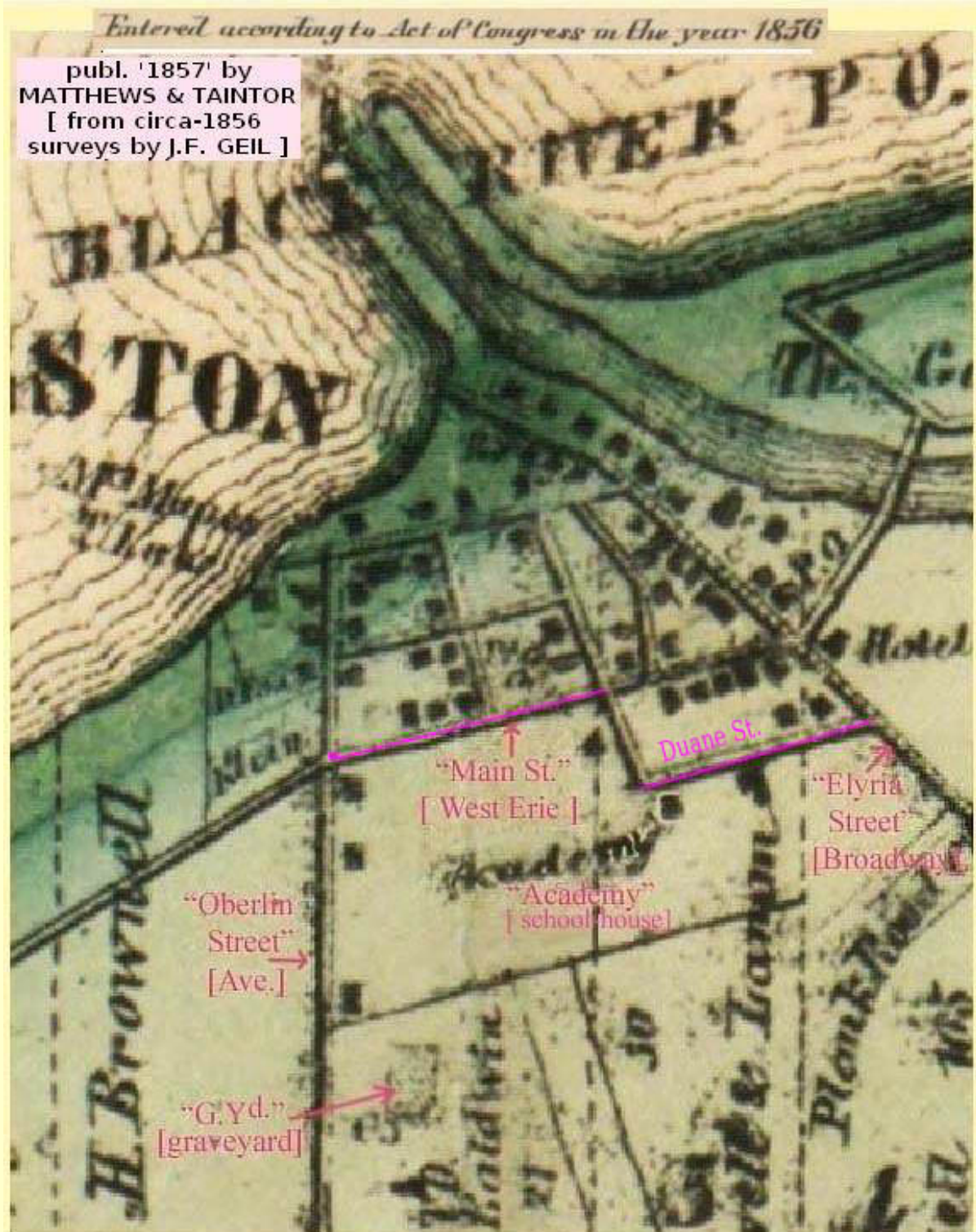


[photographed from the copy (on "Mylar") in the Lorain County Auditor's map-room. (c) t.a.r.-d.]

The "header" from the village's first newspaper, '**BLACK RIVER COMMERCIAL**', indicates that the publicly-accepted name of the village, was still "**Black River**" village, as of August, 1873 :



Black River village as depicted on the ' 1857 ' map of Black River Township :



That map accurately shows the true physical extent of the village of 'Black River', circa-1856.

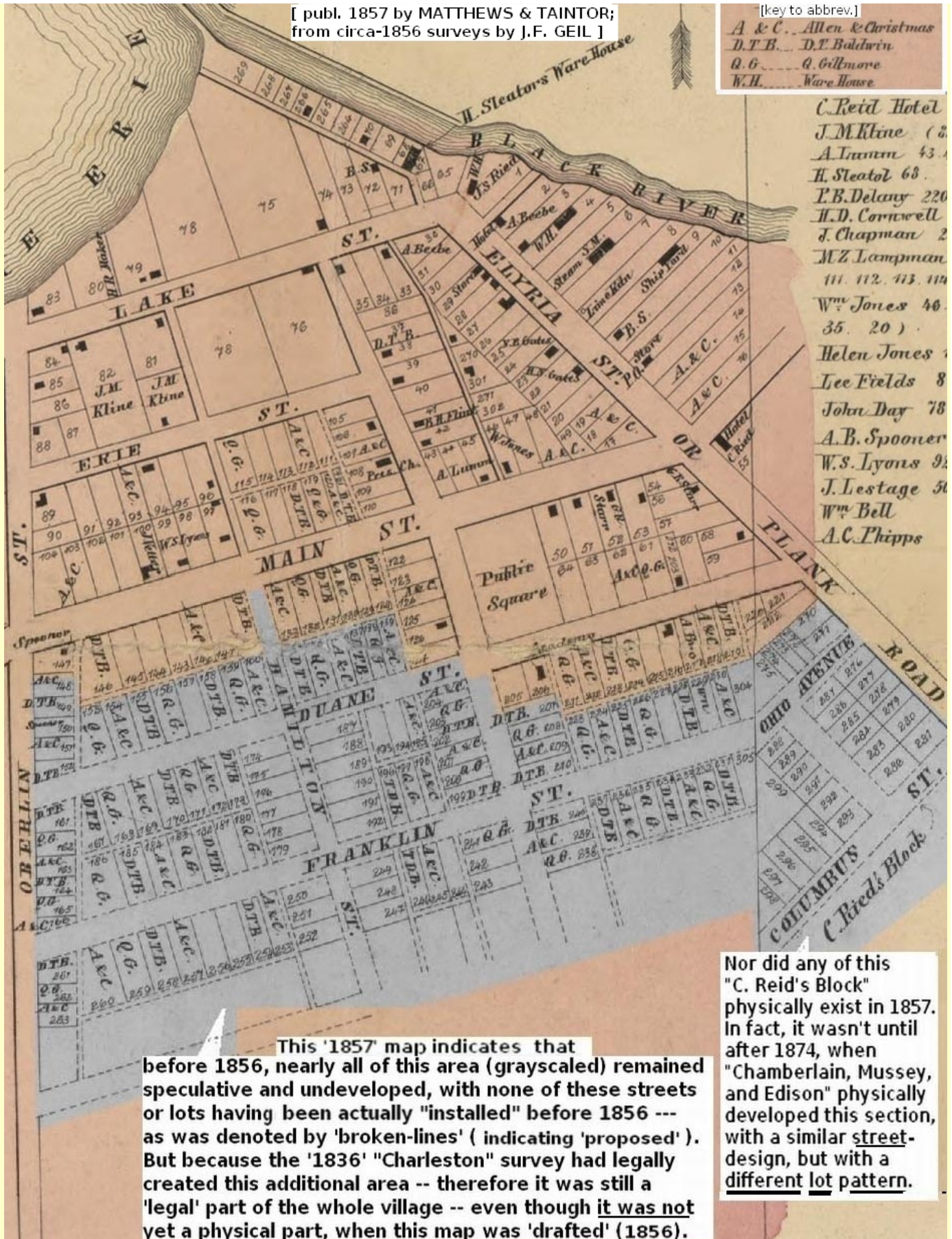
Notice that merely about half of original "Duane Street" (W. 4th Street) was in actual usage, by 1856 -- with only about four structures having been built along that entire street, prior to 1856.

(The other '1857' map of only the village alone, is misleading about the true physical boundaries, because that other, separate, village map also includes a large proposed area, but which was not yet physically developed before 1856 -- although, if studied closely, the other map indeed indicates the proposed area.) [Also: the use of the name "Charleston" upon both of these '1857' maps, was just a 'legal' technicality --- however, the village's own citizens, themselves, had already "*blotted out*" the name 'Charleston', "*by common consent*", more than a decade prior to 1857.]

[publ. 1857 by MATTHEWS & TAINTOR;
from circa-1856 surveys by J.F. GEIL]

[key to abbrev.]

A & C... Allen & Christmas
D.T.B. D.T. Baldwin
Q.G. Q. Gillmore
W.H. Ware House



Nor did any of this "C. Reid's Block" physically exist in 1857. In fact, it wasn't until after 1874, when "Chamberlain, Mussey, and Edison" physically developed this section, with a similar street-design, but with a different lot pattern.

(UNTOLD) TRUTH: THE “BEAVER CREEK COLONY”

All prior local-histories have unfortunately omitted reference to the specific area of the **“Beaver Creek settlement”, or “Beaver Creek colony”,** (here on the western side of *Black River Township*), which consisted of these families (most of whom had formerly lived alongside the “other” Beaver Creek in western Pennsylvania):

~ George (and Andrew?) Kelso ~ John Laylin, Sr. ~ Ralph Lyon ~ William Martin ~ Joseph Quigley
~ Jonathan Seelye (“*Seeley*”) ~ Jacob Shupe ~ Joab (not “Jacob”) Woodruff. [And later, Augustus Jones*]

Most of those men were skilled builders, and some of them had previously constructed or operated their own grist-mills and saw-mills in Pennsylvania. Their obvious intention was to do the same, here. They subsequently determined that the best site for a mill was on a portion of land that Jacob Shupe additionally purchased, but which was actually very-slightly within ‘*Town Number 6 in the 18th Range*’ (which eventually became named “*Amherst Township*”).

Therefore, (so that he could live directly adjacent to that ‘mill’ site), Jacob Shupe moved off of his ‘1810’ home-site on his Beaver Creek land north of that “township line”, and moved just barely across that dividing-line, in the “Summer of 1812” (or “1811” per later historians, apparently in error).

George Kelso settled north of Shupe, and about a mile south of Lake Erie. [This Kelso family was probably interrelated to the Andrew Kelso who established his own mill in Summit County, Ohio.]

Seelye also purchased land on Beaver Creek, near Shupe and Kelso. (However, Seelye sold his land here a few years afterward, and he and his young family moved back to Beaver County, PA.)

Lyon initially resided about a mile from them, near “*Wine* (or Wind?) *Creek*” (now ‘*Martins Run*’), but shortly later he bought a large property near the very mouth of Beaver Creek, and he relocated there.

[Perhaps Lyon had hoped that the Beaver Creek’s mouth (being at Lake Erie, and also downstream from the newly-built mill) would be a good potential site to establish a new village. But instead, an area about a mile upstream from the Beaver Creek mill, ultimately became the preferred site for a later village, (*Amherst Village*, officially – and independently – ‘founded’ by Josiah Harris of Becket, Mass. -- he acquired the land for that future village, in 1814).]

Wm. Martin (who brought his family here in 1811) purchased land near the mouth of “*Wine(?) Creek*”, and permanently settled there. [“*Wine(?) Creek*” was later renamed ‘*Martins Run*’, in honor of this Martin family.

Many members of the Martin family were interred near its ‘mouth’, in their (now lost) family-burialground.]

Quigley also initially settled just east of Martin (but moved into Amherst Twp. about a decade later).

Laylin and Woodruff resided near the Beaver Creek settlement for only about one year, and then they relocated about 20 miles westerly, near the Huron River. (They helped to build other mills in their new area, with their father-in-law, Abraham Powers, a master-millwright, also formerly from Beaver Co., Penn.)

Additional note: In 1817, a new judicial / civil district was created, by combining “*town(ship) number 7*” and “*town(ship) number 6*” (and etc.) --- that new civil-district was named “*Black River township*”. (At that early time, their word ‘*township*’ usually only meant “*civil-district*”). However, for land-ownership purposes, both of those two “*Towns*”(survey-townships) have always remained geographically separated, (the same as they were originally designed by the planners of the entire *Connecticut Western-Reserve*).

*- MYTH: CAPT. AUGUSTUS JONES ESTABLISHED A “SHIPYARD” AT THE MOUTH OF BLACK RIVER, IN “1819”

Truth: Capt. Augustus Jones arrived in 1818 from CT, and “*immediately began work for Capt. James Day, on the ship ‘General Huntington’*” – built and launched in 1818, (perhaps several miles upriver, where Capt. Day owned land at that time). But, by 1819, Jones had purchased a lake-shore farm near Beaver Creek, (ostensibly with the intention of establishing a shipyard there on Beaver Creek); although he may have been in charge of constructing John S. Reid’s schooner ‘Ann’ -- perhaps upon John S. Reid’s property. (The ship ‘Ann’ was built and launched in 1819, according to Reid’s son-in-law, D.T. Baldwin.) (Jones was also that ship’s captain, circa-1822.) By 1823, Jones was constructing a ship (the ‘Eclipse’) for Judge Wright, near present-day Ceylon, Ohio. In 1824 through 1827, he resided at Sandusky City, (where he indeed established his own shipyard). And, although by 1828 he had returned to the “Beaver Creek colony” --- his next ship, (named the ‘President’), was not constructed at the Black River; but instead (according to the later memoirs written by his son F.N. Jones) “*on the lake shore*” nearer to Martin’s Run creek, (near where his in-laws, the Murdock family, resided by 1820). Circa-1830, he constructed a ship (the small steamboat ‘General Gratiot’), at the mouth of the Black River. **However, also beginning circa-1830, his sons Wm. A., B.B., (and, shortly later, G.W.) Jones, are the ones who established and operated a true ‘shipyard’ in Black River village.** It was actually instead this “**Jones brothers’ shipyard**” which is mentioned in contemporaneous documents. In 1831-1832, Augustus and his sons F.N. and G.W., built the schooner ‘Globe’ upriver, (and which is the origin of the later name “Globeville” at that same location).

It is also a myth that Jones received a “land grant”, here. (The CT. LAND CO. investors owned this entire twp., by 1807.)

[See the end-pages about *BLACK RIVER VILLAGE IN THE EARLY 1830s*, for clarification of several other of these myths.]

-- **MYTH: the “entire Township”, was always a crucial part of the City of Lorain --**

Most of the histories about the Village of Black River's time-span (pre-1874), seem to attribute the citizens within the entire township of 'Black River', as being deeply intertwined with the development of the village of 'Black River' during that entire time-period.

However, that was not accurate.

Instead, the residents of the township areas of 'Black River Township', were more closely associated with Amherst (a.k.a. "Amherst corners", "Amherstville", and "North Amherst"), during the same time that the John S. Reid family was developing the village of 'Black River'.

And that was especially the case, after the many German-immigrant families began to arrive into Black River Township, beginning in the 1830s. By the year 1850, approx. sixty German families were residing within the entire township (but only a few of those families actually resided within “Black River Village”).

During the late-1840s through the 1860s (etc.), the German immigrants were, by far, the predominant land-owners within all of the 'township' (*non-village*) sections.

But, nearly all of those German families were regular patrons of the village of Amherst.

And most of those “Germans” who resided within the entire 'Black River Township' (including the few Germanic families at Black River Village), had initially attended a church near Beaver Creek. When that Beaver Creek church disbanded (circa the year 1861), most of its members transferred to a new German church within Amherst Village -- except for the very few German families living within (and very near) the village of Black River, who had already begun their own church-services in their own homes, from circa-1854 until after 1856*, when they finally built their own “German Evangelical” church, on the southeast corner of 'Duane Street' [W.4th St.] and Hamilton Ave. [*- circa the year 1857, according to County tax-records, etc.]

Many of the Germanic families within the entire Township of Black River, were already previously genealogically interconnected prior to their immigration here; and even more-so, with their subsequent intermarriages here. [During much of the 19th-century here, their tendency was to choose spouses who were likewise of German heritage.]

Finally --- but only about a decade before 'Black River' village was officially 'incorporated' as Lorain City (in 1874) --- the descendants of some of those earlier “township” Germans, started to become more closely involved with this City's development, and many of those descendants also later became very prominent citizens here.

The first German families who settled within the village of Black River, before '1850', were:
~ VETTER ~ Jacob Vetter and his family had arrived to this area in 1833, and they moved into the village by circa-1840. Jacob was afterward the village shoemaker. [His wife, Christina Herwig Vetter, was an aunt of John Stang (the well-recorded early government-contractor of Lorain City).]
~ BRAUN ~ Andreas “Andrew” Braun brought his family to this area in 1846, but he died very shortly afterward. His widow Mary Weifenbach Braun {a.k.a. Brown} and their children, were founding-members of the 'Evangelical Emmanuel' church within the village of “Black River”.

Here is a surname list (alphabetical) of most of the earlier German families who had arrived to the Township, pre-1850. [The names within “quotation-marks” are just a few of the many 'phonetic' misspellings --- as erroneously written by the non-German record-keepers.]

--- APPEMAN ["Appleman"] --- BARK --- BAUMHARDT --- BECKER --- BICKEL ["Pickle"] --- BOBST ["Boops"]
--- BRAUN a.k.a. BROWN --- DESCHER --- DIEGEL ["Deal"] --- DUTE ["Duty", "Drudy"] --- FABER ["Faper"]
--- FREUND a.k.a. FRIEND --- GERLACH ["Girllark"] --- GRILLENBARGER ["Gillenbesh"] --- GONDERMAN
--- HAGEMAN ["Haggerman"] --- HAHN ["Hahan", "Hon"] --- HASENPFLUG --- HEIDENREICH (or HEIDERIECH) ["Hydendrige"] --- HERWIG ["Harrick", "Harwick"] --- HEUSSNER ["Hysner"] --- HILDEBRANDT --- HIRSCHING
--- HOLL a.k.a. HULL ["Hole", "Hall"] --- HOHMANN a.k.a. HOMAN ["Haman"] --- HOLZHAUER ["Haulsaure", "Holchauer"] --- JAKOB a.k.a. JACOBS --- KELLER --- KOENIG a.k.a. KING --- KNIERIM --- KOTHE
--- KRAPES ["Crapes"] --- LAPP --- LEIMBACH ["Limboh"] --- MEISTER --- MILLER --- NIEDING --- SCHROEDER
--- SCHNEIDER a.k.a. SNYDER --- SPIEGELBERG ["Spulbark"] --- VETTER ["Vedder"] --- VON BAUMBACH ["Baumbush"] --- WEIFENBACH ["Vaginburgh"] --- JUNGMAN a.k.a. YOUNGMAN ["Ukiman"].

'a.k.a.' indicates a family's own adopted 'Americanized' spelling

[Also note, that the later BAUMGART family of the village --- was not the same as the BAUMHARDT* family of the township, (who initially resided on later-named Leavitt Rd.; but by the 1860s had relocated into Brownhelm Twp. --- at the northern end of later-named Baumhart Road – which was subsequently named in their honor).

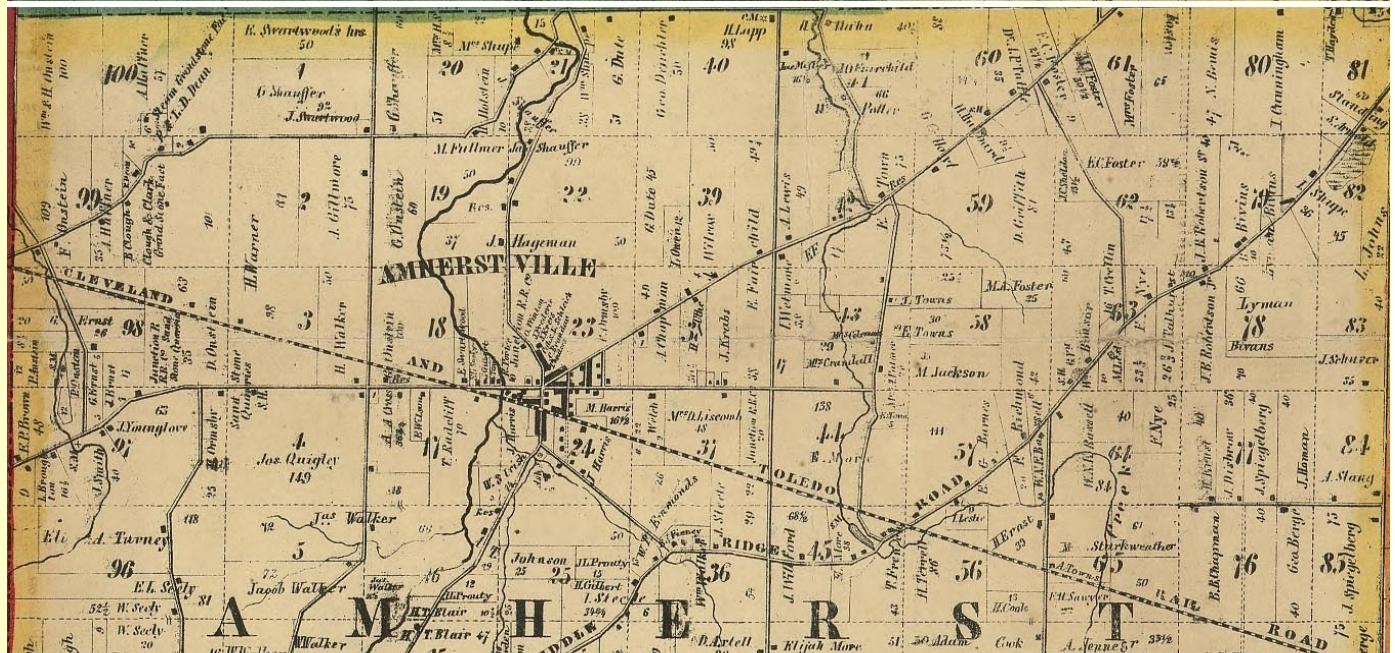
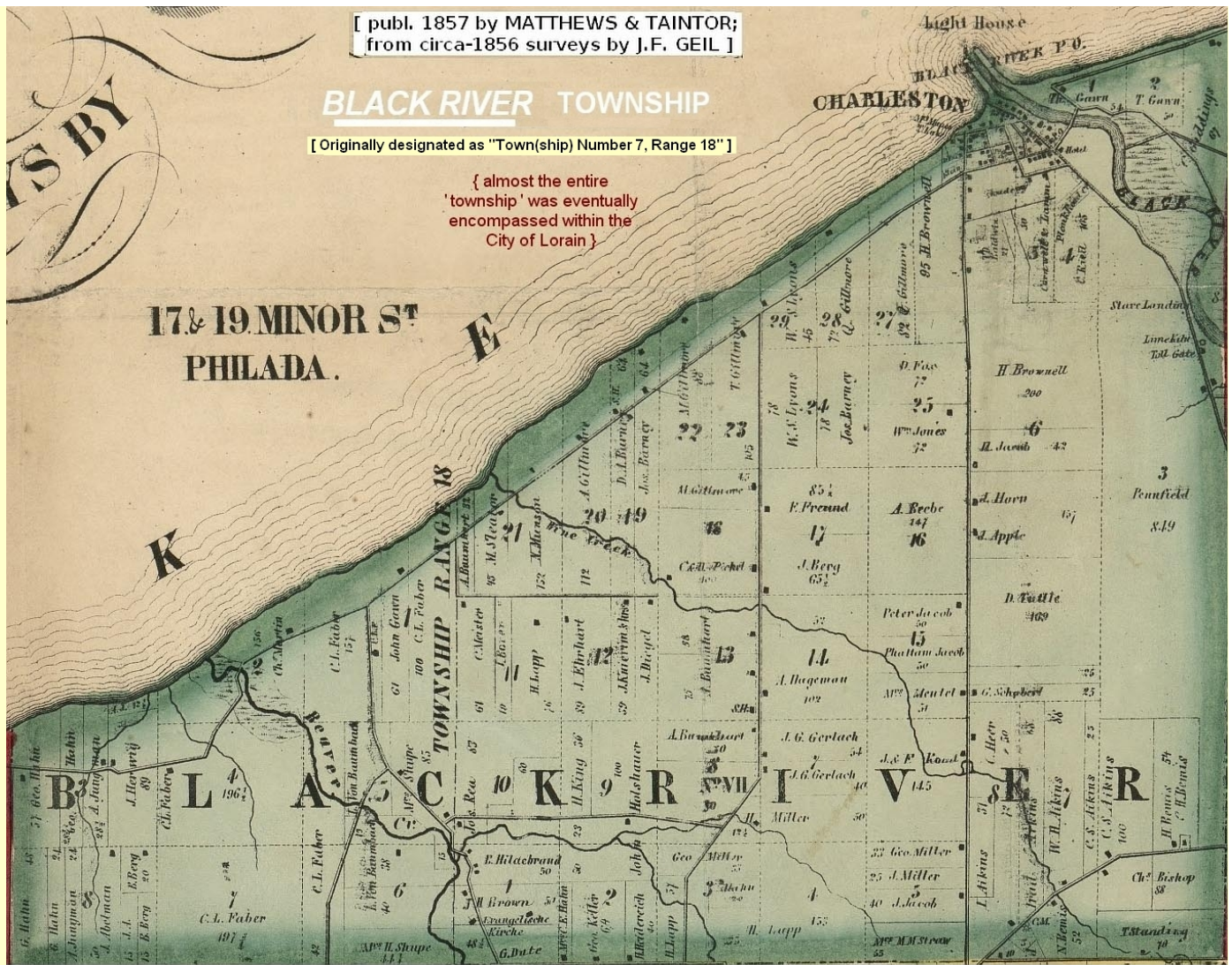
[*-- Elizabeth Reid was thought, by some researchers, to briefly have been additionally married to a “Capt. Brooks”; but based on all contemporaneous evidence, that, too, seems to have been a later myth.]

[publ. 1857 by MATTHEWS & TAINTOR;
from circa-1856 surveys by J.F. GEIL]

BLACK RIVER TOWNSHIP

[Originally designated as "Town(ship) Number 7, Range 18"]

{ almost the entire
'township' was eventually
enccompassed within the
City of Lorain }



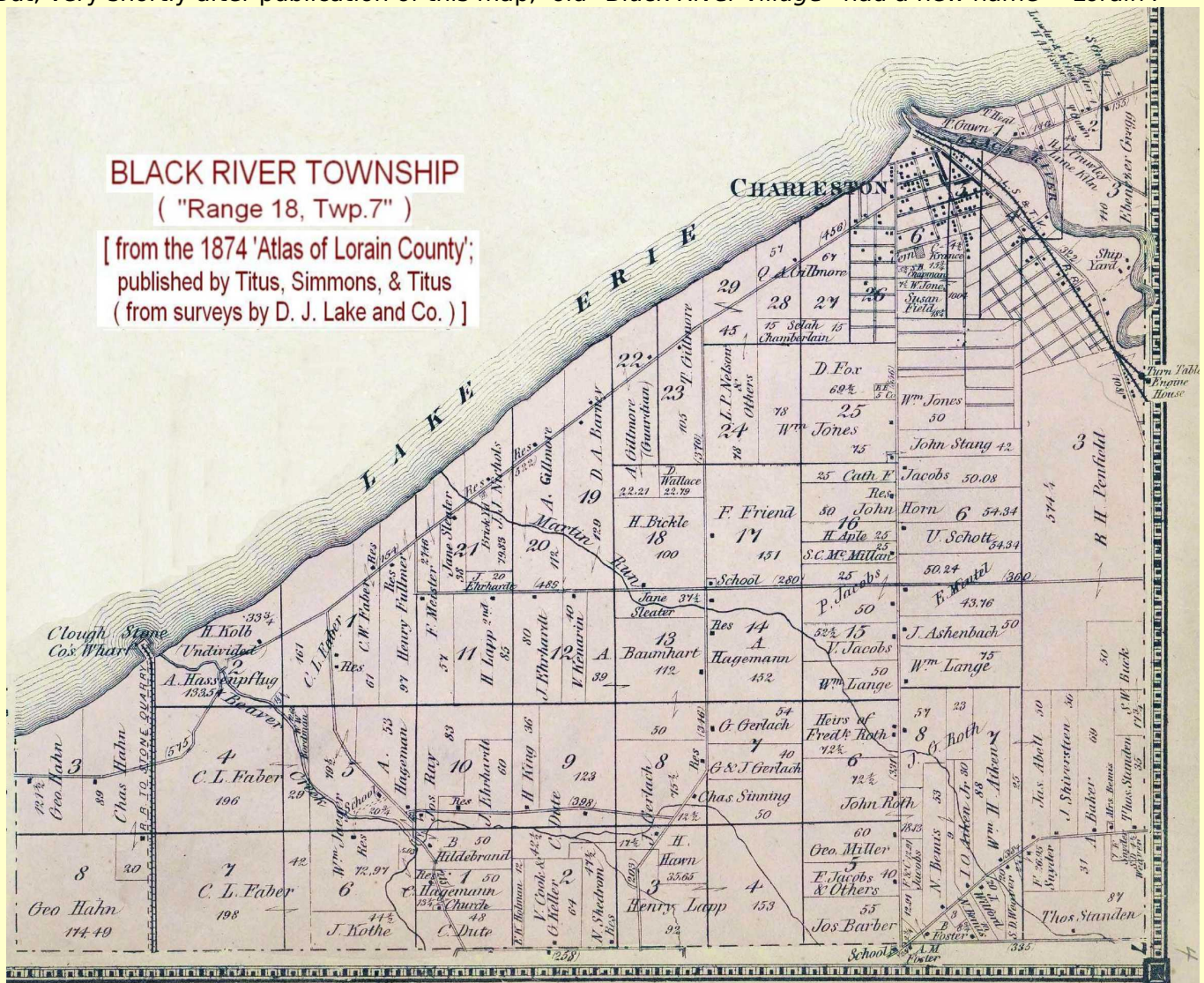
(north part of) AMHERST TOWNSHIP (publ. 1857 by Matthews & Taintor, from circa-1856 surveys by J.F.Geil)

[Originally designated as "Town Number 6, Range 18; and for several years it was judicially combined with "Town Number 7, Range 18" (above), but both of these 'Towns' (later known as "townships") remained geographically separate, as originally created.]

[Amherstville (founded by Josiah Harris) was developed separately from the northerly "Beaver Creek Colony".]

Black River Village gets a new name.

In 1874, the village was officially named 'Lorain' village. This "1874" map of Black River Township therefore seemingly has the incorrect name ("Charleston") for the village. And although, generally, by the time any map was published, various information contained upon them was already outdated (by as much as several months or even several years) --- but in this case, this map was coincidentally produced during the city-administration's '1874' attempt to revive the obsolete name, "Charleston". But, very shortly after publication of this map, old "Black River village" had a new name - 'Lorain'.



The compiler of this booklet of LORAIN CITY'S EARLIEST HISTORY, has retired from several decades of volunteer-lookups and the transcribing of this area's early historical records.

[Disclaimer: the compiler has multiple genealogical connections to many of the German-immigrant families of this area; but has no genealogical connection to the John S.* Reid family.]

{Some of the preceding pages are updates to data which the compiler had personally authored and contributed to various websites -- including Wikipedia (although the current webpages about these various subjects at Wikipedia, might not exactly reflect the above facts, due to later alterations there, by other Wikipedia contributors, who are often unaware of the various errors within the prior published local-histories). }

*- John S. Reid's middle-name was probably 'Swackhamer' (not "Seidel", according to some researchers), which was also the middle-name of two of John's sisters --- and which was their mother's maiden-name (Elizabeth Swackhamer). Their father was Cornelius Reid (originally 'VAN REIDE' or similar var.) --- some evidence indicates that he might also have briefly resided here, before moving to the Zanesville area.

--- **MYTH:** In 1755, the Black River was called the "*Canesadooharie*" ---

This myth was based upon an entirely factual story --- but unfortunately, early historians simply mistakenly interpreted a portion of that narrative as being written about the Black River.

That story, as originally told by the man who personally experienced it, is basically this:
In the year 1755, 18-year-old James Smith was captured from Pennsylvania, by Native-American "Indians", and he was brought to live among their tribe in Northern Ohio.
(The custom of this tribe was to forcefully adopt a young Caucasian male, to replace an "indian" warrior who had been killed in battle against the incoming "white" settlers.)

For several years, Smith continued to live near Lake Erie as a member of that tribe, until 1759, when he finally found an opportunity to safely return back to his original home.
He had previously been well-educated for that time-period; and he even recorded his experiences here, in a daily-journal --- and he later published a detailed account about those adventures.

Smith stated that much of his time in Northern Ohio was spent near a river which he calls only the "*Canesadooharie*" (his own phonetic version of a Native-American word).

He carefully described that river as being specifically "*about 8 miles east of Sandusky*", and "*interlocks*" "*with the West Branch of the Muskingum*."

And an additional important detail which he mentioned about the "*Canesadooharie*", was that it had a " *falls* ", "*12 to 15 feet high, and nearly perpendicular* ".

But -- many decades after Smith had died -- his use of the word, "falls", was seized upon, by a few mid-1800s historians, as absolute *proof* that the "*Canesadooharie*" of Smith's travels, was the Black River (which, of course, has two separate and very impressive, adjacent waterfalls within present-day Elyria, Ohio). And, later historians added to the confusion, by asserting that the English translation of "*canesa-doo-harie*", was "fresh-water pearls", "black pearl", and even "string of black pearls" --- but it is not known what evidence those historians used to support (or, merely invent) those highly 'romanticized' translations.

Unfortunately, the 19th-century historians who had originally theorized that the "*Canesadooharie*" was the Black River, had totally disregarded Smith's many diligent details about his own travels here. (And as a direct result, almost all of the later historians continued to completely ignore Smith's own meticulous descriptions.)

The Black River is about 30 miles from Sandusky Bay --- not "*about 8 miles*" (as Smith had astutely indicated, in his own observations of his "*Canesadooharie*").

And the two separate waterfalls on the Black River were both historically recorded to be about 40 feet in height, and absolutely perpendicular; therefore very poorly matching Smith's description of one single "falls", "*12 to 15 feet high*", and "*nearly perpendicular*".

In truth, Smith's "*Canesadooharie*" matches the **Huron River**, which is about 10 miles east of Sandusky Bay's mouth -- and which almost directly meets (and virtually "interlocks") the headwaters of the Black Fork of the Mohican River --- that 'Black Fork' being the true "*West Branch of the Muskingum*" (also denoted as such, by other frontiersmen).

And the single, smaller "falls"(steep 'rapids') which Smith described as "*12 to 15 feet high*", was probably near present-day Norwalk, Ohio -- however, by the 1850s, nature had apparently caused the inability to later recognize and identify the correct site.

But -- due entirely to the incessant cloning and amplification of the initial errors of a few careless 19th-century historians -- "*Canesadooharie*" was later also officially designated as an alternate name for the Black River (rather than for the Huron River for which it was, undoubtedly, intended) --- causing the wrong river to be officially linked to Smith's adventures.

[To read Col. James Smith's own narrative, see "*CANESADOOHARIE; OR, HOW MANY HISTORIANS DOES IT TAKE...*" (at [archive.org](#))]

{ Prior to circa the year 1800, the **Black River** was known as the '*Reneshoua*'* *River*. The *Connecticut Land Company* could be guilty of disposing of that very melodic watery-sounding name, in favor of '*Black River*'. (* - also variously written as "*Renithua*", "*Reneshona*", "*Rendheusan*", etc.). }

To all people to whom these presents shall come greeting : Know ye that we John S Reid and Anna Reid wife of John S Reid for and in consideration of the sum of One hundred dollars in hand paid by Sophia Baldwin all of the Township of Black River in the County of Huron and State of Ohio do give grant bargain ^{and} sell and convey unto her the said Sophia Baldwin two certain lots of land in the Town Plat of Black River beginning at a stake standing on the bank of Lake Erie at the north east corner of Luther Denisons lot No. 6, thence south 21 degrees 30 minutes east to the Lake road to continue twenty rods south of the Lake road on Luther Denisons east line to this south east corner thence north 75 degrees east thirteen rods to a stake thence north 21 1/2 degrees west to and across the Lake road, thence so much east as to make lot No. 5 on the north side of the Lake road fifteen rods on the Lake Shore thence westerly on the Lake Shore to the place of beginning embracing lots No. 5 containing about half an acre and lot No. 20 containing one acre and one hundred perches be the same more or less. [note: lot No."5" was later changed to '75', and lot No."20" changed to '76']

To have and to hold the above granted and bargained premises with the appurtenances thereunto belonging to her the said Sophia Baldwin her heirs and assigns forever to her and thier own proper use and we the said John S and Anna Reid do for ourselves our heirs executors and administrators covenant with the said Sophia her heirs and assigns that at and untill the ensealing of these presents we were well seized of the premises as a good and indefeasible estate in fee simple and have a right to bargain and sell the same as above written and that the same is free and clear of all incumbrances and that we will warrent and defend the same against all lawful claims and demands whatsoever in witness whereof we have hereunto set our hands and seals this seventh day of February in the year of our Lord one thousand eight hundred and twenty three 1823

Witness present

Conrad Reid

Thomas H Cobb

John S Reid (Seal)

Anna X Reid (Seal)

Official transcription of one of the earliest deeds for a village lot in the "town plat" (village) named 'Black River'. (At that time, being within the old "Huron County" civil-district.)

Note that those two "lot numbers" were later (in 1834) reassigned as lot numbers "75" and "76", when a revised plat-map for 'Black River' village was submitted to the Lorain County clerk.

(Likewise, original lot "6" and lot "19" --- both of which were sold to Capt. Luther Denison on the same day as above --- were reassigned new lot numbers in 1834. See a prior page for a map-diagram which denotes those lot locations.) Undoubtedly, a plat-map denoting those original lot numbers was created circa-1822. But, if it was ever filed as an official record, (and which may, or may not, have been transferred to Lorain County from Huron County, in 1824), perhaps it was simply lost during the fires which subsequently occurred in both Counties' courthouses.

[The later, ("1834") revised survey-map, is often equated to be the "birth-certificate" of the City of Lorain. But the multiple property-deeds that were issued for the "town plat" of 'Black River', between 1823 and 1834, are clear evidence that the "1834" survey, was merely a revision of the "city's birth-certificate" (which had obviously originated by February of 1823, prior to the sale of the first village-lots). (The "1834" survey was again slightly revised in "1836", and expanded with the newly created "Charleston Addition").]

Also note, that the "X" in Anna Reid's "signature", indicates that she merely signed with "her mark", (which typically indicates a person's inability to read-or-write.)

"BLACK RIVER VILLAGE, IN THE EARLY 1830s"



The '**REID HOUSE**' hotel, (circa-1875). **Built circa-1835**, for Conrad Reid. (Destroyed by a fire, in 1883.)

NOTE: THIS '1894' MEMOIR / INTERVIEW SEEMS TO BE THE BASIS FOR A PORTION OF THE LATER (but somewhat corrupted) "HELEN FOX STORY", (which was further corrupted by subsequent "historians").

{published May 22, 1894, in the *The Evening Herald*, Lorain, Ohio}
[[Some of the original punctuation and grammar is slightly modified, here, for clarification purposes.]]

PIONEER DAYS --- A FRIEND OF THE HERALD TELLS AN INTERESTING STORY OF EARLY TIMES AT "THE MOUTH OF BLACK RIVER". THE FIRST SCHOOL HOUSE, FIRST PRAYER MEETING AND FIRST LIGHTHOUSE, EARLY SHIP-BUILDING, AND A BEAR STORY --- NAMES ALMOST FORGOTTEN.

Over 60 years ago!

Wonder if the present residents of Lorain ever stop to think of what the city of Lorain was like, in those early days?

Do they ever think of the hardships of the pioneers in the days when they were laying the foundation of our beautiful and growing city?

You – [you, with your modern-day conveniences] – do you ever stop to think what living meant in those days --- the days of our good, hardy pioneers, whose history make the brightest pages in the annals of this county?

A few days ago, a Herald reporter spent a pleasant hour at the house of one of the six survivors of pioneer days in Lorain.

The lady[*] was in a reminiscent mood and talked entertainingly of the times in the early 'thirties.

[[* - note: numerous clues suggest that this lady is Mrs. Hannah (Worthington) "Jones" Delaney (born circa-1829, according to official census records). Hannah may have been the step-daughter of Capt. Augustus Jones. She probably became a resident of Black River village, circa-1834; and therefore was personally familiar with local events after that date, (as is also confirmed by the above statement, "*talked entertainingly of the times in the early thirties*").]]

"Father[*] came here in 1817", said she, "but it was not Lorain, then. Mouth of Black River was what the settlement was called."

[* - presumably, "father came here" is a reference to Hannah's likely step-father, Capt. Augustus Jones. Technically, Jones arrived in 1818; but, only initially to the mouth of Black River, (where, in fact, during the end of that earlier decade, the only permanent residents were John S. Reid and his family members). Augustus Jones, very shortly later, relocated to the "Beaver Creek settlement" area, (several miles west of the Black River) --- where he resided until circa-1824, when he moved to Sandusky, where he established a shipyard, there. Jones did not relocate back to Black River Village, until the early 1830s. (Those facts are mentioned in memoirs written by a son of Augustus Jones, Frederick N.Jones).]

--How much of a settlement?--

[[To reiterate: she "*talked entertainingly of the times in the early thirties*"; therefore her following responses are all specifically about the village during that (1830s) decade, (corroborated by the fact that several other of these "settlement" residents that she mentions, had not arrived to Black River village until after the mid-1820s, or later.]]

"Oh, about a dozen cabins on the bank of the lake near [the general area] where the waterworks pump-house now stands. About 36 people in all total lived there.

["*In the early thirties*"; (and immediately prior to a large increase of population here, in 1835).]

There was Daniel T. Baldwin. (He was a big [prominent civic] man in those days, and he was sent to Columbus as a representative [1834].)

Capt. Augustus Jones who built lots of vessels;

Tom Porter [[had arrived to the village circa-1830]] ; **Conrad Reid** [son of John S. Reid];

[Thos.] **T.H. Cobb, (another big vessel builder); Nick Nathan**[??, Nathan Clark?]**];

Orestes Root; Mr.[Quartus] Gillmore; Joe Barney [[reportedly arrived to this area in 1824]];

Dan VanDeusen[?**; VanDresser?]; **and the Jones boys** [?**: **Anson, Joel and Barney.**

[[** -- the news-reporter might have inaccurately recorded some of those names. Currently, the identities of anyone named "Anson, Joel, and Barney" Jones are unknown. But, Augustus Jones' sons were William A., Benjamin Buel, Geo. W., Fredr. N., James M., and Lafayette Jones --- several of whom were adults (who definitely were also residing, separately, within the village by 1834).]]

There may have been one or two more, with their families, but I can't remember them all.

[[John S. Reid's death had occurred here in 1831. (The above omission of his name, is another indication that those listed residents' names, reflect circa-1834; but unequivocally not circa-1817.)]]

All around us ["in the early thirties"], were woods.

The houses were all of logs. Their floors were [typically] hard trodden dirt -- and two rooms, was all most of them had.

Our first school house was in the Mapes' house, (near where Mr. T. F. Daniels now [1894] lives). But -- if you look for the spot -- it was far[?] out in the lake because the water has washed away the land, long ago.

Our first prayer meeting was in '34. I remember it well.

Mrs. Orestes Root invited to her home,

Mrs. Daniel T. [Sophia (Reid)] Baldwin; Mrs. Elizabeth [(Reid)] Gillmore; Mrs. Ann [(Reid)] Meeker;

Mrs. Abigail Reid [wife of Conrad Reid -- and sister-in-law of Augustus Jones (by his first wife, Saba Murdock)] ;
Mrs. Augustus Jones [-his second-wife -- formerly Mrs. Sarah Worthington (Hannah's mother?)];
Eveline Gillmore [(Jones), half-sister of Augustus Jones, and wife of Alanson Gillmore];
Mrs. Gates[?**; wife of Horatio or Nahum B. Gates?]; **and Mrs. Ortha**[Orpha?] **Brown**;
They all came and we had our first prayer meeting.
After that, we had Baptist preaching in the old school-house.
[[** -- the news-reporter again seems to have misinterpreted some names.]]

Our first[?] **postoffice, I remember well. It was in a store that Horatio Nelson Gates established.**
[[Established circa-1835, by H.N. Gates, and his brother Nahum B. Gates.]].

Our [former, original] **first postmaster was John S. Reid, I think; and Daniel T. Baldwin afterward.**
[[Note: she (reportedly) said "John S. Reid, I think". Therefore, ostensibly she was not a Reid family-member, (nor even a likely local-resident prior to J.S. Reid's death here, in 1831). So, there is a very high probability that 'she' is indeed Mrs. Hannah (Worthington) Delaney, (died in 1903).]]

Our first[?] **store was established by William Jones** [presumably meaning Hannah's step-brother].
Billy Andrews tended it. He sold sugar and tea and boots and shoes and dress goods,
and I got many a silk dress there. The store stood north of where the Griffin House now is, near
the old ferry. Before the store came, we had to go to Elyria if we wanted a pound of tea or such.

A funny "bear" story was often told about John Reid going to Elyria for groceries.

One morning bright and early, he saddled his old mare, and left home.

When he got two miles away, he saw a she-bear and her cubs. He got
off his horse and with a piece of chalk, he wrote, “Send my gun. Bears.”,
on the saddle flap. Then he swatted the mare a bit, and she went running home.

When she reached home, the [Reid] folks took the saddle off --- but did not
notice the writing on the saddle flap. Poor John waited nearly all day
for someone to come with his gun. The people soon got alarmed
because he did not come home -- and they went out to find him.

When they got to where the brass works now are, they met him trudging
home --- very much discouraged at missing the bear.

But some of the search-party had guns, and they went back and shot the bear and cubs.
The old one weighed 400 pounds. (In those days, there were plenty of bears and
deers -- and I've heard many a wild-cat screech at night.)

[[note: Obviously (as is typical with all anecdotal tales), that 'tale' was somewhat embellished. (In particular: a search-party would have been sent out immediately, if a horse returned from the wilderness, without its rider.))]

We had quite a bit of money in those days; more than they had at other settlements.

We'd send wheat, and [wooden-barrel] staves, by boat, to Buffalo --- lots of staves were cut here.
(Diodate Rogers built the first saw and grist mill --- but that was later along in the forties.)

The harbor was cut through the riverbanks (and the piling is there, yet).

Our first “lighthouse” was [simply] a pole with a big lantern tied on the end.

Augustus Jones was the first [actual] lighthouse keeper [[at the first lighthouse here, built circa-1836]].

In those early days, the mouth of Black River was quite a place for building boats.

Augustus Jones [had] **built the first, in 1818** [[the '*Gen. Huntington*', for Capt. James Day]].

He [a decade later, and after relocating back to Black River, from Sandusky] **went into the woods**
[several miles upriver] **and built the large [schooner] 'Globe' -- and [so, they] called the place Globeville.**
That was in 1828 [[1832]]. **The 'William Tell'** [[1828]] **and the B.B. Jones**[?]** and the '*White Pigeon*'
were built in '32. The 'John Kenzie' [or '*John Kinzie*'] **was built in '33; and the 'Nancy Dousman'**
and the 'Indiana' in '34, by him. Ed Gillmore, Jr. built the sloop 'Lorain' in the same year [1834].
And Joe Hamlin built the brig, 'North Carolina' [1837].

[[** - The news-reporter may have corrupted some portions of those "maritime" assertions.

There was no known ship named "B.B. Jones" built here in the 1830s. However, Capt. Augustus Jones' sons, B. B. Jones, (and his brother Wm.) built the 'White Pigeon' in 1832, at their newly established "Jones Brothers Shipyard" near the mouth of the Black River, (during the same time that their father, Augustus, was building his own ships upriver, near the later-day steel-plant location). The brig 'John Kenzie' (or "Kinzie") and the schooner 'Nancy Dousman' were also built at the Jones brothers shipyard. The Jones brothers (and Alanson Gilmore) are also attributed as the head builders of the brig 'Indiana'.

(Those additional facts are mentioned in contemporaneous newspaper items, and also in the memoirs written by Capt. Frederick N. Jones.)]]

Those were great days ["in the thirties", etc.]. "Mouth of Black River" was well known all over the lakes. Everybody thrived, and we had lots of work with vessel building, and stave-making. Even in those days, people from Elyria would come here and watch vessel building, and see big boats come in. We grew a little each year --- and even the apprentice boys grew to be shipbuilders.

I could name dozens of boats that were built here up to the 'forties. The 'Asia' was built in '48. She was lost in Lake Michigan by being run down by the schooner 'Forest'.

Along in the 'sixties and 'seventies we got to building steam tugs and steam barges.

"But that's enough old times for you. I guess.", remarked the speaker; and the *pioneer days* interview was at an end, and the conversation gave way to the present steel works excitement.

[[Notice, that the name "Charleston" was never mentioned in that interview, as ever actually being a publicly-accepted common name of this village --- in the 1830s, or otherwise.

But, instead, "Mouth of Black River", (the full name that John S. Reid seems to have originally assigned to his future village), seems to have remained the commonly accepted standard.

=====

Also in the 1830s, is when the (so-called) "Charleston Cemetery" was actually first established, (not "Sept. 15, 1828"; which was instead the date that a cemetery was established at later-named Amherst Village, by Hiram Messenger --- father-in-law of Josiah Harris, the true 'founder' of that village).

Prior to circa-1836, burials of deceased residents of 'Black River' village, are said to have been at a burial-ground somewhat near John S. Reid's first "blockhouse" tavern / inn, here.

But when the "Charleston Addition" was established, a new cemetery site was chosen, outside the new village-limits --- upon land which was owned by Daniel and Sophia (Reid) Baldwin, (who had apparently promised to donate the new cemetery-site to the local-government --- but failed to do so, during their lifetimes). Some of the graves from the old burial-ground might have been re-interred into the new cemetery site --- but it is not known if all of those graves were re-interred. (In fact, it is believed that even the graves of John S. Reid and his wife Ann, and possibly their son Cornelius, still remain in the original "Mouth of Black River" graveyard, somewhere near the present-day Lorain City Hall building.)

The obituary of Conrad Krantz, (who, in 1856, purchased land surrounding this cemetery), indicates that he had (somehow) acquired ownership of this cemetery-lot, (from the Baldwin's grandchildren?); and then he supposedly "donated" this cemetery-lot, to the city. (Regardless, it is perplexing why this cemetery now displays a later-placed marker-plaque which instead denotes the Hiram Messenger "1828" deed's date. Because obviously no "1828" land-transfer had ever occurred for this Baldwin-owned site.)

Much-later "historians" also devised the name 'Charleston Cemetery', in the 20th-Century.

(This cemetery previously had no such name, in any 19th-Century records which mentioned it --- which is not surprising --- considering that the citizens of 'Black River' village, had "blotted out" that name.)

This '1856' land-deed to C. "Crance" from Sophia [Baldwin] Hawley, denotes the name "Black River" village (graveyard).

the Oberlin Road and twenty rods wide, The whole tract is bounded North by the Village Plat of Black River, West by the Oberlin Road, South by the Kellogg tract and East by land sold by Pharnas Brown to Horace Barnwell and is to contain fifteen acres and three fourths of an acre, the grant yard excepted, and a road from the Oberlin road to the North East corner of the Grant yard parallel with the North end of said yard. To Have and To Hold said premises, with the appurtenances, unto the said Conrad Crance his heirs and assigns, forever, And the said Uriah Hawley and Sophia Hawley for themselves and heirs, do

This 1835 "tax duplicate" list, indicates that the village was still officially known as 'Black River' in 1834. (In fact, its later, local-governmental name, "Charleston", doesn't appear on the "tax duplicates" until after 1838.)

No 7		Black River Town Lots	
Owner's Name	Lot No	Value	Total
Footings brought over			41050
Baldwin Daniel J 18 7	75		616
Same	76		206
Brown Thomas	81 8 half		377
Browning Isaac B heirs	1		685
Beebe A. B. Thelon D	2		1370
Same	3		68
Same	30		55
Same	31 2 1/2 sides		18
Clark Nathan	26		55
Same	15		52
Cobb Thomas H	80		11
Denison John C. B. Same	77		137
Same	78		137
Jones Benjamin B	4		82
Jones William	5		82
Same	35		548
Same	36		41
Jones Augustus	28		548
Gillmore Quartus	81 1/2 half		68
Maurice Theodor W. heirs	24		68
Same	25		68
Myers John	79		240
Meeker Barna	82		479
Thelon Delos	65		959
Reid Conrad	55		82

Those were all of the individual lot-owners, in the year 1834 (as listed on that 1835 "tax duplicate".)

And the remainder of the village-lots, were co-owned by these heirs of John S. Reid:

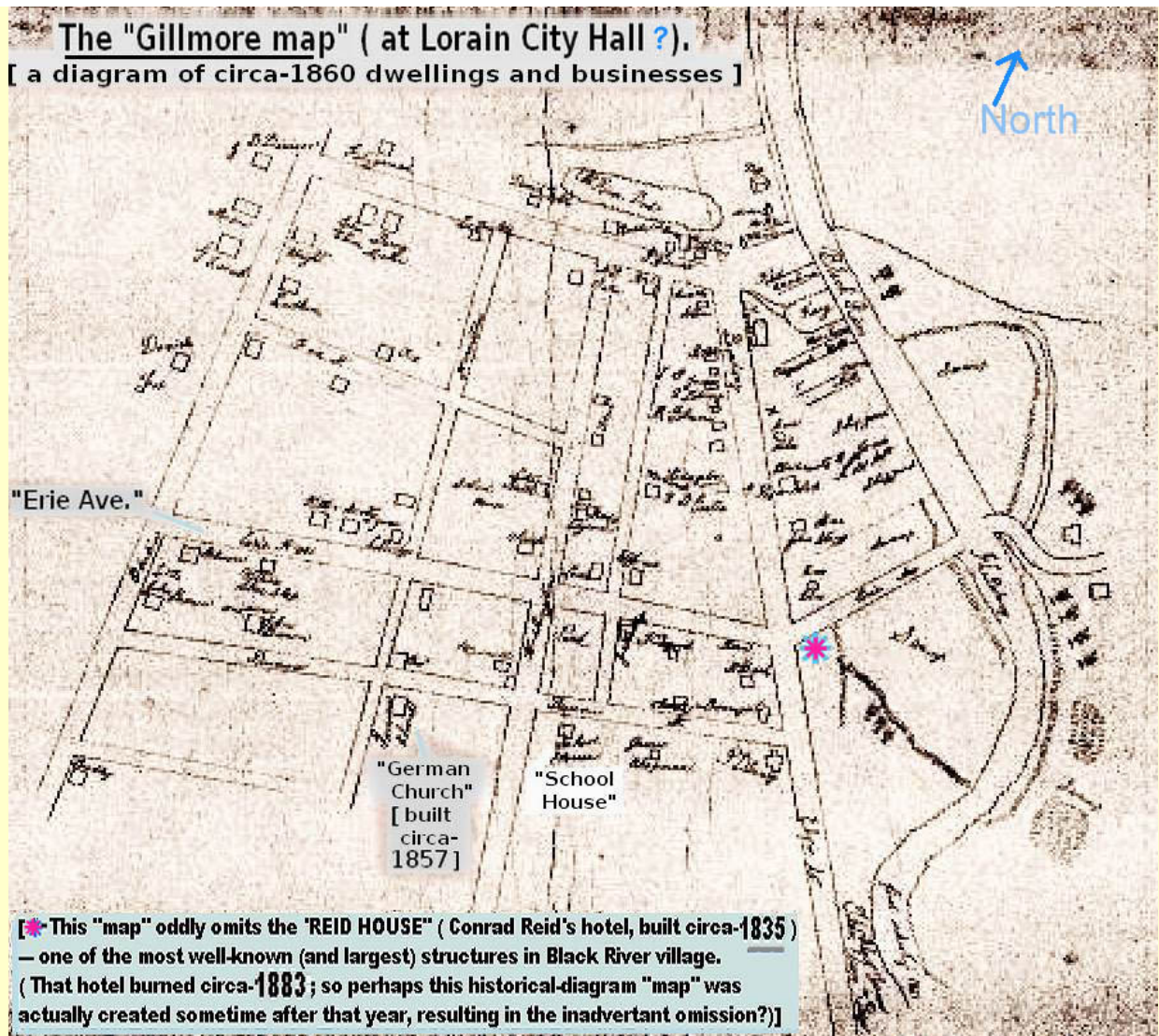
Daniel (and Sophia) Baldwin, Barna (and Anne) Meeker, and Quartus (and Elizabeth) Gillmore.

As far as is known, all of those listed lot-owners were current residents in '1834', except the "heirs" of (Maj.).T. W. Maurice (who had died shortly after he had purchased his lots, and before moving here).

Other residents who were not land-owners, were (obviously) not included in that list; but it probably reflects most of the resident families of 1834. However, during the year of that "tax-duplicate" (1835), the village population is said to have rapidly increased, (and, by the end of '1835', had "30 or 40 dwelling houses", and "4 stores, 4 warehouses, 2 taverns, and about 300 inhabitants".

[The "two taverns", were Barna Meeker's (formerly J. S. Reid's) "blockhouse" inn, and Conrad Reid's new "Reid House".]

The "Gillmore map" (at Lorain City Hall ?).
 [a diagram of circa-1860 dwellings and businesses]



✳️ This "map" oddly omits the 'REID HOUSE' (Conrad Reid's hotel, built circa-1835)
 — one of the most well-known (and largest) structures in Black River village.
 (That hotel burned circa-1883; so perhaps this historical-diagram "map" was
 actually created sometime after that year, resulting in the inadvertant omission?)

That somewhat crudely-drawn "Gillmore map" (so-called**), did not originally include a written 'creation-date', (nor the creator), but preliminary analysis of the residents and businesses denoted upon it, indicates that it is mainly representative of the village as it existed after the year 1857, (the denoted German church was built circa-1857) --- and before 1860. (Joseph Lestage, whose name appears upon it, died in 1858.)

However -- other residency data denoted upon it, might reflect a compilation of multiple time-periods somewhat outside of that 1857-1858 range. Therefore, during the ongoing research of its specific individual data, caution is being duly exercised prior to future full-size presentation, here -- and especially because this "Gillmore map" seems to have been produced at least two decades later than the time-period which it represents. It denotes the street names "Erie Ave." and "Broadway" (and also a "Fox Street"); however, professional survey maps and local-government records prior to at least 1874, show that "Erie Ave." was actually named 'Main Street' in the 1850s and 1860s. "Broadway" was an even later street name (assigned after 1874) which had evolved from the name "Broad Street" of circa-1874 (but originally named "*Elyria Street*"). Those anachronistic street names seem to have been inscribed concurrent to that document's creation, and therefore it was obviously not a contemporaneous true "map" for navigational use --- but, instead, it seems to have been created between 1874 and 1896, for "historical" purposes, as a generalized reference-diagram of former ownership and occupancy. That "map" was definitely never intended to accurately depict the street 'orientations'. According to all official records, 'W. 1st' & 'W. 2nd' streets have always been strictly parallel to Erie Ave., as originally designed. (Etc., etc.) (There are also other, later, local "map" diagrams casually created as general guides to prior historical-reference but which do not represent precise attributes and accuracy of professional survey-maps.) But, the fact that its 'occupancy' information essentially corresponds very similarly to the professional circa-1856 Geil survey (publ. 1857), it likewise indicates that almost the entire (proposed) "Charleston Addition" (of 1836), had not yet been physically developed (nor even the west-half of "Duane St." until beginning circa-1856).]

[** - this "map" was in the possession of a Gillmore relative, until it was eventually donated to the City of Lorain, by the misleadingly-named "Charleston Village" Society, (after reportedly being declined by the Black River Historical Society).]

(additional update, '2022'): **Was “Black River Twp.” truly “wiped off the map” in 1964?**

As explained on prior pages, the old meanings and usages of the words "Town", and "Township", were different than the current meanings. In addition to the confusion that those wordings caused about the earliest local villages here --- but it also often caused historical misunderstandings about the Civil-Districts (judicial-districts) and the survey-districts, of 'Lorain County' --- and especially "Black River Township".

Circa the year 1806, Black River Township was created --- as survey-township "*number 7, Range 18*", (by the Connecticut Land Company). [Williams' 1879 '*History of Lorain County*', is a bit misleading about this township: "*By the survey of 1806, Black River (Town number Seven in the Eighteenth Range) was divided into 3 parts*" --- simply meaning, divided into "Great Lots #1, #2, and #3". "*It was not drawn as a township, but was used for equalizing purposes*" --- "drawn", meaning selected, as in a lottery (being the method of dividing up this land, to the various Ct. Land Co. investors / land-speculators). However, for geographical purposes, it retained its originally surveyed full boundaries; and it was 'drawn' (mapped) with those same full boundaries, and its entire area was still identified as "Town 7, Range 18". (It was not officially named 'Black River Twp.' until a decade later.)

[Note: Readers with little interest in complex technical data, may wish to skip to the 'Summary', below.] {ALSO SEE BELOW, for the difference between LORAIN COUNTY as a "SURVEY-DISTRICT", in contrast to LORAIN COUNTY as a "CIVIL-DISTRICT".}

In 1811, a slight geographical change seems to have been made to this future 'Black River Township' --- it was apparently divided along the River itself, resulting in a very small portion (east of the River) annexed into the Cuyahoga County survey-district. But the rest of this township remained within geographical Huron County. {The reason for that minor geographical change that year, is uncertain --- because from 1811 through 1814, all of the 'Huron County' survey-district was still under the legal jurisdiction of the "Cuyahoga County" Civil-District --- but perhaps it became necessitated by (Cuyahoga County 'Judge') Nathan Perry, Senior -- so that his residence here (in this small area east of the River), was legally within the boundary of the "Cuyahoga County" survey-district. }

Due to the extremely sparse population here at that time, almost the entire area (except that small north-eastern corner) of "*Town number 7, Range 18*" seems initially to have been included within the "*Vermillion township*" Civil-District in 1811. However, that small north-eastern corner (on the east side of the mouth of the Black River) was judicially within the "*Dover township*" Civil-District. But this judicial division was very short-lived, because in March 1812, all the rest of "Town 7, Range 18" was removed from the "Vermillion" Civil-District, and instead put also under the legal-jurisdiction of that "Dover" Civil-District. [But despite that jurisdictional change, nearly all of this "Town(ship) number 7, Range 18" (except that small northeast corner) still remained within the geographical boundaries of the 'Huron County' survey-district.]

By the year 1815, this "Town 7, Range 18" was judicially removed from the "*Dover township*" Civil-District, and added back onto the "*Vermillion township*" Civil-District. (And also by 1815, the 'Huron County' survey-district became judicially independent from the "Cuyahoga County" Civil-District.)

Finally in 1817, "Town 7, Range 18" became part of the "*Black River Township*" Civil-District -- but which also simultaneously included later-named Amherst Twp.(survey-township "Town 6, Range 18"), and etc.

These survey-townships continued to be judicially combined, until their populations increased enough to warrant their full judicial independence: in 1830, "Town 7, Range 18", and "Town 6, Range 18", became independent civil-townships, (and, the newly independent "Town 6" was given the name 'Amherst Township').

Therefore, also in 1830, 'Black River' survey-township (Town 7, Range 18), and the "*Black River Twp.*" Civil-District, finally became one-and-the-same --- and presumably remained one-and-the-same, **until circa-1964, when Lorain's city administrators decided to legally force that civil-district to become totally defunct. However, 'Black River' survey-township (Town 7, Range 18) was not affected by the dissolution of its civil-township status.**

Summary:

NO --- 'Black River Township', as a survey-township (Town 7, Range 18), was never "*wiped off the map*".

It still retains the same boundaries as established circa-1806. But, as a civil-township, it was merely "forced out of business" in 1964, (when, for some reason, the City of Lorain's administrators decided that the existence of "*Black River Twp.*" Civil-District, was economically dis-advantageous).

* - The former usage of the word "County" can sometimes also be confusing.

In 1822, "Lorain County" was created geographically (as a survey-district) -- at which time, the Huron County survey-district no longer included this "Black River" area (etc.) of the newly created "Lorain County" geographical area --- however, this section of that new "Lorain County" survey-district remained under the legal jurisdiction of the Huron County Civil-District --- until 1824, when the "Lorain County" survey-district became judicially independent, (thereby likewise becoming Lorain County Civil-District, beginning in 1824).] (So, essentially, Lorain County was "born" in the year 1822, and "became an adult" in the year 1824.)